

NEW 1929.

GRAHAM-PAIGE

SEDAN and TOURING MODELS

Touring from \$2,300—Sedan from \$2,550.

Sole Distributors for Hong Kong & South China:

KOTEGATE & CO.

Pedder Building, 3rd floor.

Telephones C. 93 and C. 741.

China Mail

ESTABLISHED 1843

No. 26,074

HONG KONG, THURSDAY, JANUARY 10, 1929. PRICE \$3.00 Per Month.

*Geo. Bennett,
Managing Director.*

"Your Eyes Are Safe With Us."

LAZARUS

Hong Kong's Only European Optician.

Careful, accurate work, first quality lenses, reasonable charges.

Manager: RALPH A. COOPER, Registered Optometrist (Canada) F.L.O. (London).

CHARGE AGAINST YEO DROPPED

THE "WATER" CASE NOLLE PROSEQUI ENTERED BY ATTORNEY-GENERAL

INDICTMENT WITHDRAWN

The "China Mail" is officially informed that Carvalho Yeo (who is also known by a number of aliases) is not to be tried in what is known as the "water account" case.

On Oct. 15 he was committed to stand his trial at the Criminal Sessions, it being alleged against him that while he was employed at the Treasury as a clerk he embezzled \$15,300 between Dec. 1928 and Sept. 1927.

It is noteworthy that the dates mentioned are prior to the period mentioned in the "cheque forgery" trial, in which he was convicted by a special jury.

In the November Session list, there were six counts in the "cheques" case, three of forgery and three of "uttering." He was found not guilty of forgery and guilty of "uttering" being sentenced to ten years' hard labour on each count, concurrently, that is ten years in all.

Two Counts

The "water accounts" indictment comprised two counts, one of forgery of a valuable security, to wit, a receipt; and the other of falsification of accounts.

When the Sessions trial concluded on Dec. 6, the second indictment was allowed to stand adjourned sine die.

Then, on Dec. 21, the Full Court disposed of the point reserved from the Sessions, raised by the defence, that the Pulse Judge (Mr. Justice Jacks) should have access to the request for production of the Police file. Carvalho addressed the Court but the sentence was allowed to stand.

When the "reserved" point had been dealt with, the Attorney-General (the Hon. Sir Joseph Kemp, C.B.E., K.C.) entered a nolle prosequi and the "water accounts" indictment against Carvalho Yeo was, accordingly, withdrawn.

Insofar as Carvalho Yeo's commitment by the Police Magistrate, in the "Treasury cheques" and "water accounts" cases, is concerned, his appearance in the Criminal Courts has therefore concluded.

KIDNAPPED DOCTOR

CHINESE FAILS TO ATTEND

EXTRADITION CASE

Two weeks ago proceedings were started before Mr. R. E. Lindsell, at the Central Magistracy, for the extradition to Canton of a Chinese charged with the alleged kidnapping of a Chinese doctor in a village near Canton, who was stated to have been held for some days and then handed over to his relatives blindfolded after a certain sum of money had been paid as ransom.

All the evidence given before his Worship was by third parties, and Mr. Lindsell gave an adjournment for the kidnapped doctor's nephew to go to Canton to fetch the man to give evidence against the alleged fugitive.

This morning the nephew deposited that he found the uncle living in the outskirts of Hengshan, but as he was suffering from internal injuries and a bad foot, and it was impossible for him to come down.

The Magistrate gave a further adjournment in order to review the available evidence.

LANDLORD WINS

EUROPEAN SUED FOR RENT

Mr. H. Ruttonjee, No. 89, Haiphong-road, Kowloon, obtained judgment against Mrs. Webb, No. 2, Banoo Buildings, Hankow-road, in the Summary Court this morning for the sum of \$587.96 being rent for three months of a furnished flat at Banoo Buildings. Mr. F. X. d'Almada, senior, was for Mr. Ruttonjee, while Mrs. Webb was not present in court, neither was she legally represented.

Madrid, Yesterday.—A contract has been signed under which all the Shell group's petroleum installations in Spain will be taken over by a Spanish petroleum monopoly against payment of \$110,000. The corresponding period of 1928

CHIEF JUSTICE SITS IN SUMMARY.

A RARE OCCASION PULSE JUDGE HAS TOO MANY CASES IN DIARY

LOCAL CIVIL ACTIONS

His Honour the Chief Justice (Sir Henry Gollan—Kt., Bt., C.B.E., K.C.) sat in the Supreme Court in Summary Jurisdiction this morning—a rare occasion in the annals of Hong Kong's legal history, excepting, of course, during the annual vacation of four weeks when (as Sir William Rees-Davies, Sir Henry's predecessor, did), the Pulse Judge is absent and the Chief Justice functions in his stead.

The cause to-day is the congestion in local civil actions of under \$1,000, which has led to his Honour the Pulse Judge (Mr. Justice Jacks) having his diary full.

While Mr. Justice Jacks sat in his own Court, Sir Henry Gollan disposed of three cases against one defendant, the Hang Loong firm, and Liu Lin (managing partner), No. 13, Po Leung Kuk, New-street. Judgment was given for plaintiffs as follows:

Ye Chun firm, No. 78, Connaught-road-West: \$210.46.

Hop Shing Co., No. 187, Des Vaux-road-West: \$197.41.

Tai Shing firm, No. 19, Eastern-street: \$536.62.

Partnership was denied unsatisfactorily and his Lordship said that defendant had lied about one thing and probably lied about another.

Mr. C. A. S. Russ was for plaintiffs.

(Reports of other Summary cases appear elsewhere in this issue.)

HERE BEFORE

BANISHEE DOESN'T LIKE THE BIRCH

STORY OF A JUNK

The returned banishee who yesterday gave Mr. R. E. Lindsell the ingenious excuse that his presence in the Colony was due to the snapping of a mast of his junk, which was forced to put in here for repairs, was again before the Court this morning.

Defective Sergeant McEwen, of Shaukiwan Police Station, said that police inquiries revealed that the accused had, in fact, arrived here in a junk, and that he had slept a night in Shaukiwan previous to his arrest. No evidence could be found, however, of any junk having had its mast repaired here. The junk which had brought the accused from Ning-haod had since departed.

Sub-Inspector Vincent, in charge of Police Records, said that in 1925 accused served a sentence for returning from banishment and was again sent away. He had originally come to the Colony with a gang of armed robbers and was arrested with firearms in his possession.

His Worship passed sentence of ten months' hard labour and 20 strokes of the birch, directing that accused should do 12 months if it were found that he was unfit to receive the strokes.

Accused: I would rather do 12 months.

Mr. Lindsell: I should imagine you would!

MR. LLOYD KAY

DIES AT FRENCH HOSPITAL TO-DAY

We regret to announce the death of Mr. Lloyd Kay, chief wharfinger of the Kowloon Docks, who passed away at the French Hospital shortly before two o'clock this afternoon. He leaves a widow and one son.

The late Mr. Kay, a master mariner, was a native of St. John, Nova Scotia, and the author of several sea stories. He served his early years in sail. Death was the result of complications following an operation for appendicitis. He was about 47 years of age and had been with the Wharf and Godown Company a number of years. Of the five others who were occupying a suite of the machine were drowned.—Reuter.

Barbados exports of cotton and artificial silk for the first ten months of last year valued at \$4,304,117, a decrease of \$4,471,075 over the corresponding period of 1928.

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IMPORTANT REPORT ON AUSTRALIA

STRAIGHT TALK BRITISH FINANCIAL MISSION ON RECENT SCHEMES

MANY RECOMMENDATIONS

Sydney, Yesterday.—That Australia in recent years has spent too much money unprofitably on development schemes, which have been undertaken regardless of probable financial and economic results is the unanimous opinion of the report of the British Financial Mission, headed by Sir Arthur Duckham.

The Mission travelled 20,000 miles in Australia and conferred on the Commonwealth State Governments, Public Bodies, Labour Organisation, Producers and Traders Association, etc.

The Mission however, says the financial position is sound inasmuch as the revenues are ample to provide the public services and repay the interest of the Sinking Fund on the Public Debt and recommends the remodelling of the two Navigation Acts, limitation of the Protective Tariff where it supports inefficiently organised industries, uniformity of Federal State Income Tax, the functioning of Arbitration Courts only as a last resort, uniform gauge for railways, and the encouragement of migration only in proportion to Australia's powers of absorption.

The mission is of opinion that it is inopportune at present to attempt to increase migration from Britain and emphasises the fact that Australia's exports of manufactured goods is negligible.—Reuter.

U.S. CABINET

MR. MELLON THE ONLY CERTAINTY SO FAR

POPULAR APPOINTMENT

Washington, Yesterday.

Mr. Hoover's return has set the politically-minded Cabinet-making, but far the only certainty appears to be Mr. Mellon. Mr. Hoover and he lengthily conferred yesterday and it is believed that they reached a complete understanding about their official relations after March 4.

It is understood that Mr. Mellon eagerly accepted Mr. Hoover's request to remain at the head of the Treasury.

A guard of honour and the band of the 3rd-15th Punjab Regiment was drawn up on the Praya and in Statue-square. The band played the "Marseillaise," the French national anthem, on the guard presenting the "general salute." After inspecting the guard of honour, Rear-Admiral Stotz, who sat with the Consul-General, drove to Gov-

MODERATE WINDS

N. E. winds, moderate, fine, is the forecast until noon to-morrow.

The anti-cyclone remains stationary over the lower Yangtze Valley.

Fresh to moderate monsoon will continue along the S. E. coast of China and over the China Sea.

ernment House to pay an official call on H. E. the Governor (Sir Cecil Clementi, K.C.M.G.).

Rear-Admiral Stotz embarked at Queen's Pier to return to his ship and was shortly afterwards by H. E. the Governor who returned the gall and who, on leaving the "Jules Michelet," was saluted with 17 guns.

Official Reception

While the "Jules Michelet" guard of honour was drawn up and prior to the official landing, Major-General Luard, accompanied by Lt. R. Q. F. Johnston, (Alde-de-Camp), landed at the pier after paying an official call on Rear-Admiral Hoekstra on the "Java."

Capt. Charnier Lamotte is Captain du Frégate (Flag Captain) and Captain de Valasseau the commanding officer on the "Jules Michelet."

Monseur de la Prade is holding an official reception at Victoria Lodge, Peak-road at 5 p.m. to-morrow, in honour of the visitor.

Like "Java," the French ship was present at the naval review at the coronation of H. M. the Emperor of Japan.

The "Jules Michelet" was launched in 1901. She is a four-tunnelled cruiser of 12,700 tons. She is being replaced by the "Wadeville" and these two men-of-war are destined to meet in Colombo on their return to England.

It is known that a number of the members are anxious to form a team and the belief is expressed that a side picked from the Association would be able to give a good account of itself.

TWO ADMIRALS HERE YANG SEN RETIRING TOGETHER

FRENCH ARRIVAL FAR EAST FLEET COMMANDER LANDS

RECEPTION TO-MORROW

Tuesday, Yesterday.—Two admirals of flag rank other than British are in Hong Kong together.

Yesterday Rear-Admiral A. ten Broeke Hoekstra, Commander-in-Chief of the Netherlands-India Fleet, arrived on an official visit of six days, on his flagship, the cruiser "Java."

The cruiser "Jules Michelet," flagship of Rear-Admiral Stotz, Commander-in-Chief of the French Fleet in the Far East, arrived in Hong Kong harbour this morning and the customary salutes were exchanged with the port, the Services and the Netherlands visitor.

Rear-Admiral Stotz made an official landing at Queen's Pier this morning, where he was met by Captain A. J. L. Whyte (Alde-de-

Camp) and Captain de la Prade (French Consul-General in Hong Kong).

The distinguished visitor was accompanied by Commander de Badens, Flag Officer, who also acts as secretary and aide-de-camp to His Excellency.

It is understood that Mr. Mellon for his part will be welcomed by business men throughout the country.

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1ST SOMERSET I. I. DELAYED

DUE TO MORROW EVE TO GO INTO SHAMSHUPO HUTMENT

NAVAL RELIEFS HERE

A Royal Naval communiqué from the Upper Yangtze River, dated Tuesday,

Phone C.22
FOR
CLASSIFIED
ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

TO LET.

TO LET.—No. 7, Stewart Terrace, 270, Peak, from March 1st to October 31st. Five rooms fully furnished. Modern Sanitation, servants' quarters, garden. Apply F. A. Mackintosh.

TO LET.—Offices to be let in Queen's Road, Central. Apply to E. D. SASSOON & Co., Ltd., French Building.

BRAEMER TERRACE.

A FEW
THREE-ROOMED
UNFURNISHED
MODERN EUROPEAN FLATS
AVAILABLE NOW

AT REDUCED RENTALS
Motor road up to flats
contemplated.

Apply:
Messrs. BUTTERFIELD and
SWIRE,
SUGAR BOOK OFFICE.

MISCELLANEOUS.

YOUR VISITING CARDS neatly and promptly printed. "China Mail" Office, No. 3a, Wyndham St., Telephone Central 22.

HOME TUITION.

WESTOVER — STEVENAGE
Within an hour from London. In healthy neighbourhood SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local).
(Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
(National Frodel Higher
Certificate).

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON

MONDAY, the 14th January, 1929,
commencing at 11 a.m.
at No. 2, Carnarvon Building,
Kowloon.

A Quantity of

VALUABLE HOUSEHOLD
FURNITURE

All lots must be cleared on Day of Sale.

On View from Sunday, the 13th January, 1929.

Catalogues will be issued.

Terms.—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

Hong Kong, 9th Jan., 1929.

SPORTING
GUNS AND
ACCESSORIES.

GUNS.—Greener, Webley & Scotts, B.S.A. J. W. Needham & Railek. Fowlers, All-Weather Revolvers. S. & W.—Rifle Accessories. Aperture Sights—Sporting requisites. Cartridges to suit all bores.

THE HONG KONG SPORTING
ARMS AND AMMUNITION
STORE

54, Beaconsfield Arcade.

PHOTO-SUPPLIES

Kodaks and Cameras,
Films, Plates and Papers, etc.
Developing, Printing and
Enlarging.

ZIESS and BUSCH
FIELD GLASSES

Price Moderate.

A Trial Order is Solicited.

A. SEK & CO.
Tel. No. C. 3239

26a, Des Voeux Road C.
Hong Kong.

NOTICES.

THE HONG KONG ELECTRIC
CO., LTD.

Reduction in price of current.

AS FROM JANUARY 1st, 1929,
the Price of Current Supplied
for the following Services will be
REDUCED to 5 CENTS per unit:

1. Three phase and single phase
motors exceeding $\frac{1}{4}$ h.p.
(single phase lift motors and
motor generators excepted).

2. Three phase lift motors.

3. Domestic heating and power
when supplied through the
Company's standard connecting
plugs (particulars of
which may be obtained at the
Surveyor of His Majesty the King,
for one further term of 75 years.

PARTICULARS OF THE LOT.

Hong Kong, 1st Jan., 1929.

THE HONG KONG JOCKEY CLUB

ANNUAL RACE MEETING.

25th, 26th, 27th February and
2nd March, 1929.

DRAFT PROGRAMME and EN-
TRY FORMS are now ready
and may be obtained at the Race
Course, Hong Kong Club and
Causeway Bay Stables.

Hong Kong, 16th Dec., 1928.

THE HONG KONG & SHANGHAI
BANKING CORPORATION

NOTICE IS HEREBY GIVEN

that an Extraordinary Meet-
ing of the Shareholders of the
Hong Kong and Shanghai Banking
Corporation will be held on Saturday,
the 2nd day of February, 1929, at
12 o'clock noon at the City Hall Victoria in the Colony of
Hong Kong for the purpose of con-
sidering, and if thought fit, pass-
ing the following resolution,

viz.—

That the Directors of the
Hong Kong and Shanghai Banking
Corporation be and they are
hereby requested and authorised
by and on behalf of the share-
holders of the Corporation to take
all such steps as may be
necessary for the introduction of
an Ordinance into the Legislative
Council of the Colony of
Hong Kong and for the enact-
ment of the same by the Governor
of Hong Kong with the advice
and consent of the Legislative
Council thereof, in the
terms of a print which, for the
purposes of identification, has
been signed by the Chief Manager
of the Corporation, in sub-
stitution for the existing Ordin-
ances (except as in such print
is mentioned) and Deed of Set-
tlement of the Corporation.

AND NOTICE IS HEREBY
ALSO GIVEN that a further ex-
traordinary meeting of the share-
holders of the Corporation will be
held on Saturday, the 23rd day of
February, 1929, at 12.45 in the
afternoon at the same place for
the purpose of receiving a report
of the above mentioned meeting
and of considering and, if thought
fit, confirming the above resolution
in accordance with Article 96
of the Corporation's Deed of Set-
tlement.

Dated this 1st day of January,
1929.

By Order of the Directors,

A. C. HYNES,
Chief Manager.

Note.—A copy of the proposed
New Ordinance can be seen
during the usual banking
hours (Sundays, Public
and Bank Holidays excepted)
in Hong Kong at the Head Office of the Corporation
or at the offices of
Messrs. Johnson, Stokes &
Master, Prince's Buildings,
Solicitors to the said Cor-
poration, and in Shanghai
at the Office of the Cor-
poration, from the date
hereof until the date of the
above mentioned confirmatory
meeting.

Please phone or call :—
K.661 — No. 2, Saigon
Street, Yau Ma Tei or
C.2560 — No. 36, Tung
Man Street.

PUBLIC AUCTIONS.

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction
to be held on MONDAY, the

14th day of January, 1929, at
3 p.m., at the Offices of the

Public Works Department, by
Order of His Excellency the Governor,

of one Lot of Crown

Land at Prince Edward Road,

Kowloon, in the Colony of

Hong Kong, for a term of 75

years, with the option of renewal
at a Crown Rent to be fixed by the

Surveyor of His Majesty the King,
for one further term of 75 years.

PARTICULARS OF THE LOT.

Hong Kong, 1st Jan., 1929.

TO-DAY'S RADIO

BROADCAST BY
G.O.W.

ON 800 METRES

The public are notified that all

wireless receiving licences issued

during 1928 expired December 31,

1928.

Licences may be obtained at the

licensing section of the Government

Radio Office on the ground floor of

the P. & O. Building in Des Voeux

Road Central.

The licensing fee for the current

year is five dollars.

Receiving licences are issued to

any person regardless of nationality

upon payment of the fee.

The following programme will

be broadcast to-day from the

Government radio station on the Peak,

the wave-length being 800 metres.

The call sign of the station is

G.O.W.

As an experiment, the wave-

length of G.O.W. will, from to-day

be 350 metres instead of 300

metres.

5.30 to 6.30 p.m.—Demonstration

Programme.

7.45 p.m.—Evening Weather Re-

port.

8.10 p.m.—Evening Programme

(Columbia Records).

"Utopia Ltd.", Selection.

Regimental Band of H.M.

Grenadier Guards.

"The Trumpeter."

"On the Road To Mandalay."

Robert Howe. Baritone.

"My Boy's Career."

Milton Hayes. Entertainer.

" Didn't I Tell You?"

"Can't Help Lovin' Dat Man."

Aunt Jemima Contralto.

"A Midsummer Night's Dream,"

(Mendelssohn).

New Queen's Hall Orchestra.

"Our Lizzie Listens In,"

"Our Lizzie Gets a Gramophone,"

Helena Millais. Entertainer.

"Wine, Women & Song," (Strauss).

"Hungaria."

Zygyryd and his Gipsy Orchestra.

"I Love The Moon,"

"Two Eyes Of Grey,"

Squire Octet.

"Johnny Came Down To Hilo,"

"The Hog's Eye Man,"

"We're All Bound To Go,"

Raymond Newell with chorus.

Introduction & Pehanah.

"Mignon," Squire Octet.

"I'm 94 To-day,"

"I Belong To Glasgow,"

Will Fyfe. Scottish Comedian.

Selections from "Tannhauser,"

Royal Guards Band.

"Two Black Crows,"

Morin and Mack in further

adventures.

"Sir Harry Lauder Medley,"

Regimental Band of H.M.

Grenadier Guards.

"The Druid's Prayer,"

"Vale Septembre,"

Court Symphony Orchestra.

"The Person And The Collection,"

Monologue, Vivian Foster.

"Passing By,"

The Long Day Closes,"

The Selsbury Singers.

Fantaisie in G Minor (Bach), Organ Solo.

DODWELL & COMPANY, LTD.

FOR NEW YORK AND BOSTON via SUEZ.
S.S. "WRAY CASTLE" Sails on/or about 1st February.
M.V. "MUNCASTER CASTLE" Sails on/or about 12th February.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE £72.10.0
LONDON £80.0.0

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.

S.S. "TIMAVO" Sails on/or about 22nd January.
M.V. "REMO" Sails on/or about 31st January.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "ROMOLO" Sails on/or about 17th January.
S.S. "VENEZIA" Sails on/or about 5th February.
S.S. "TIMAVO" Sails on/or about 22nd February.
M.V. "REMO" Sails on/or about 5th March.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails from Calcutta early February.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:
DODWELL & CO., LTD., Agents.
Telephone Central 1030.

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES,
£120, £112, £110, £102, £83, via San Francisco.

£840, £5420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU Wednesday, 23rd January.

KOREA MARU Wednesday, 6th February.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

ATSUTA MARU Saturday, 12th January.

KASHIMA MARU Saturday, 26th January.

HAKONE MARU Saturday, 9th February.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 23rd January.

MISHIMA MARU Wednesday, 20th February.

BOMBAY via Singapore, Penang, & Colombo.

AWA MARU Saturday, 12th January.

† HAKODATE MARU Monday, 25th January.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

FRIDAY, 1st February.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

BINGO MARU Monday, 28th January.

NEW YORK via PANAMA.

† TATSUNO MARU Sunday, 27th January.

† ATAGO MARU Saturday, 2nd February.

LIVERPOOL via Port Said, Geneva, Marseilles.

† DURBAN MARU Monday, 21st January.

CALCUTTA via Singapore, Penang & Rangoon.

† TOKUSHIMA MARU Tuesday, 22nd January.

† BENGAL MARU Wednesday, 30th January.

SHANGHAI, KOBE & YOKOHAMA.

† PENANG MARU (direct Kobe) Sunday, 18th January.

KAWACHI MARU (Moj direct) Monday, 14th January.

† MATSUYE MARU Monday, 14th January.

*Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.

ATLAS MARU Friday, 8th February.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.

MONTEVIDEO MARU Friday, 8th February, 1929.

BOMBAY—Via Singapore & Colombo.

CHIFUKU MARU Saturday, 19th January, 1929.

HONOLULU MARU Sunday, 3rd February.

DURBAN, LORENZO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.

CHICAGO MARU Tuesday, 5th February.

CALCUTTA—Via Singapore, Penang & Rangoon.

BORNEO MARU Friday, 18th January.

SEATTLE MARU Friday, 1st February.

(Calls at Belawan Deli).

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.

PARIS MARU Wednesday, 16th January.

ARABIA MARU Tuesday, 22nd January.

MELBOURNE—Via Manila, Brisbane & Sydney.

HIMALAYA MARU Wednesday, 6th February.

SAIGON, HAIPHONG—Via Hanoi.

MENADO MARU Thursday, 17th January 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAMBURG MARU Middle of January.

JAPAN PORTS.

AMAZON MARU Tuesday, 15th January.

SOURABAYA MARU Wednesday, 23rd January.

GANGES MARU Friday, 25th January.

KERIOZAN MARU Sunday, 18th January Noon.

CANTON MARU Sunday, 20th January Noon.

TAKAO—Via SWATOW & AMOY.

TAKAO & KERIUNG.

SOURABAYA MARU Friday, 25th January 1929.

For further particulars, please apply to—OSAKA SHOSEN KAISHA.

Tel. Central No. 4633, 4634, 4635.

THREE-MILE LIMIT

INTERESTING POINT IN
PILOTAGE LAW

AN UNUSUAL COURSE

An interesting point in regard to pilotage law was raised before the Liverpool Stipendiary Magistrate. For the defence, Mr. Cafferata (Messrs. Weightman, Pedder and Co.) raised the plea that as the place where the alleged offence of pilotage was compulsory. From the "Marlwood" the reply received was in the negative, and witness added that when the vessel got to Liverpool the master would be prosecuted. To that message a reply in the negative was received. After chasing the "Marlwood" for half-an-hour, halting it three or four times, and signalling during the whole of the time, witness gave up.

According to The Log

Mr. Cafferata pointed out to witness that according to his log his pilot boat was, at the time mentioned, more than three miles from land. The witness agreed that it was more than three miles from the nearest land, and he thought he said to the defendant "Look at your sailing directions." He said that in response to the query of the de-

fendant as to who told him that pilotage was compulsory.

He still approached the "Marlwood," and when he came within speaking distance he hailed the captain, asking him to stop in order to take a pilot as pilotage was compulsory. From the "Marlwood" the reply received was in the negative, and witness added that when the vessel got to Liverpool the master would be prosecuted. To that message a reply in the negative was received. After chasing the "Marlwood" for half-an-hour, halting it three or four times, and signalling during the whole of the time, witness gave up.

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MORE	10,983	2nd Feb.	Bombay, Marseilles & London.
KEDDARPORE	5,333	7th Feb.	Straits, Colombo & Bombay.
KASHGAR	9,055	18th Feb.	Massilles, Chlana, L'don & Hull.
MACEDONIA	11,125	2nd Mar.	Marseilles & London.
PADUA	5,907	9th Mar.	Hamburg.

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TILAWA	10,000	6th Feb.	Singapore, Penang & Calcutta.
TAKIWA	7,936	13th Feb.	Singapore, Penang & Calcutta.
TAKADA	6,949	18th Feb.	Singapore, Penang & Calcutta.
TALAMBA	8,018	4th Mar.	Singapore, Penang & Calcutta.

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TILAWA	10,000	14th Jan.	Amoy, Shal, Moji, Kobs & Osaka.
KASHIAR	9,005	18th Jan.	Shal, Moji, Kobs & Yokohama.
PADUA	5,907	24th Jan.	Shal, Moji, Kobs & Yokohama.
TAKIWA	7,936	20th Jan.	Amoy, Moji, Kobs & Osaka.
TAKADA	6,949	25th Jan.	Amoy, Moji, Kobs & Osaka.
TRIPAZORE	7,715	29th Jan.	Moji & Kobe.
MACEDONIA	11,120	Feb.	Moji, Shal, Moji, Kobs & Yokohama.
TANDA	6,958	5th Feb.	Moji, Shal, Osaka & Yokohama.
TALAMBA	8,018	9th Feb.	Amoy, Moji, Kobs & Yokohama.
KHIVA	9,135	15th Feb.	Shanghai, Moji, Kobs & Yokohama.
TALMA	10,000	18th Feb.	Amoy, Shal, Moji, Kobs & Osaka.
MALWA	10,988	1st Mar.	Shanghai, Moji, Kobs & Yokohama.
NAPCOP	5,233	4th Mar.	Shanghai, Moji, Kobs & Yokohama.
ST. ALBANS	4,500	5th Mar.	Moji, Kobs, Osaka & Yokohama.
KHYBER	9,114	8th Mar.	Shanghai, Kobs & Yokohama.
NALDERA	16,088	15th Mar.	Shanghai, Kobs & Yokohama.

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COASTAL MOVES

CHANGES IN SHIPS' PERSONNEL

NEW APPOINTMENTS

Captain W. Shaw of the "Luchow," has gone master, "Nanchang."

Captain R. Umpleby, of the "Nanchang," has gone master, "Chekiang."

Mr. Y. N. Campbell, chief officer, "Shantien," has gone acting master, "Chekiang."

Mr. F. N. Booth, chief officer, "Shenking," has gone chief officer, "Shantien."

Mr. J. R. Forster, second officer, "Chenan," has gone chief officer, "Chekiang."

Mr. R. W. Forster, from reserve, has gone second officer, "Chenan."

Mr. J. Powrie, from reserve, has gone supernumerary chief officer, "Hsin Peking."

Mr. J. S. Anderson, supernumerary second officer, "Hsin Peking," has gone master, "Fatshan."

Captain J. E. Richards, from reserve, has gone master, "Fatshan."

Captain R. Mitchell, of the "Fatshan," is on Home leave.

Captain D. Lupton, from reserve, has gone master, "Kwang-chow."

Captain J. D. Milne, of the "Kwang-chow," has gone master, "Antung."

Captain G. A. G. Morse, of the "Antung," is on reserve.

Mr. P. McAlister, chief officer, "Tatung," has gone chief officer, "Ichang."

Mr. J. R. Lilley, from reserve, has gone chief officer, "Ninghai."

Mr. E. L. Hurley, chief officer, "Ninghai," has gone chief officer, "Hsin Peking."

Mr. T. G. Goffon, chief officer, "Tatung," has gone chief officer, "Fatshan."

Mr. W. P. Bruce, from reserve, has gone chief officer, "Luchow."

Mr. J. Atkins, chief officer, "Luchow," has gone chief officer, "Shantien."

Mr. J. N. Daniel, extra second officer, "Hsin Peking," has gone second officer, "Tungting."

Mr. W. B. Paul, chief officer, "Wanhsien," is on reserve.

Mr. D. C. Cameron, extra second officer, "Tatung," has gone acting chief officer, "Linan."

Mr. J. S. Anderson, chief officer, "Linan," has gone extra chief officer, "Hsin Peking."

Mr. C. W. Rendall, second officer, "Wantung," has gone extra second officer, "Wanhsien."

Mr. F. H. W. Graybrook, chief officer, "Tatung," has gone chief officer, "Fengtien."

Mr. S. C. Smith, chief officer, "Fengtien," has resigned.

Mr. J. W. Bennett, second officer, "Antung," is on reserve.

Mr. R. C. B. Lee, second officer, "Ningpo," has gone second officer, "Antung."

Mr. E. Michmore, second officer, "Fatshan," is on reserve.

Mr. A. McLean, from Home leave, has gone chief engineer officer, "Shasi."

Mr. J. Symington, from Home leave, has gone chief engineer officer, "Tatung."

Mr. L. A. Puddephat, on arrival from Home, has gone extra third engineer officer.

Mr. E. C. Fitzpatrick, second engineer officer, "Ichang," has gone extra second engineer officer.

Mr. A. B. Sinclair, third engineer officer, "Hsin Peking," has gone third engineer officer, "Sunning."

Mr. J. A. Anderson, from reserve, has gone extra second engineer officer, "Tatung."

Mr. J. M. Brackenridge, second engineer officer, "Kwang-chow," is on reserve.

Mr. H. S. Luscombe, from reserve, has gone acting second engineer officer, "Chekiang."

Mr. J. W. S. Hood, extra second engineer officer, "Kwang-chow," has gone extra second engineer officer, "Tean."

Mr. K. McDonald, extra third engineer officer, "Kwang-chow," has gone extra third engineer officer, "Anhui."

Captain H. S. Allison, from Home leave, has gone master, "Luchow."

Captain A. Sinclair, of the "Luchow," is on reserve.

Captain A. Dockwray, of the "Fooshing," is on reserve.

Captain W. A. Batch, from reserve, has gone master, "Fooshing."

Captain W. J. Booker, of the "Hopsang," is on reserve.

Mr. E. L. M. Merritt, chief officer, "Luchow," has gone master, "Chekiang."

Mr. G. C. Harris, second officer, "Luchow," has gone second officer, "Kwang-chow."

Mr. D. J. Bowman, second officer, "Kwang-chow," has gone second officer, "Luchow."

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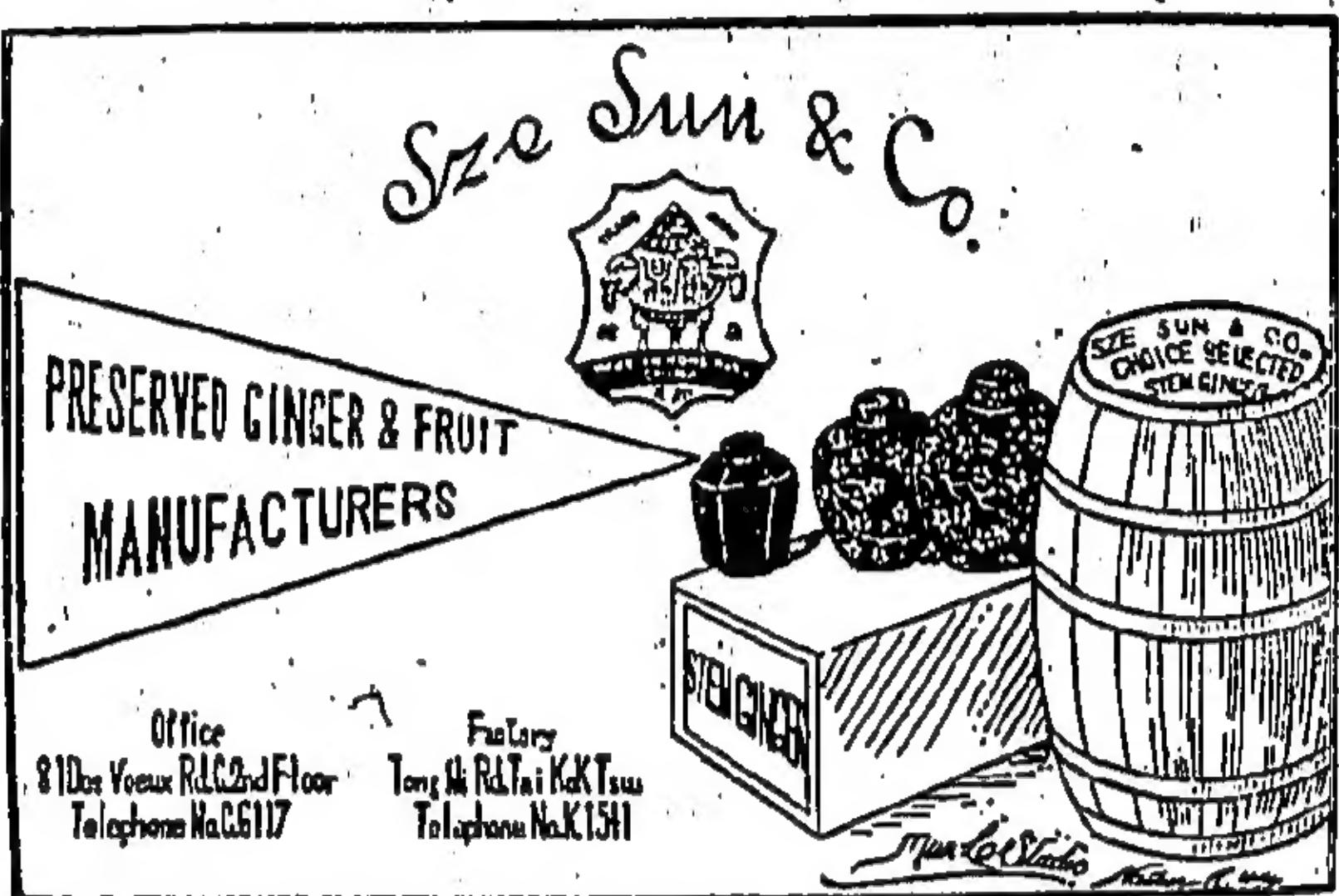
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Hong Kong, Thursday, Jan. 10, 1928.

WATCHING THE CUSTOMS

The appointment of Mr. F. W. Maze to succeed Mr. A. H. F. Edwards as Inspector-General of the Chinese Maritime Customs will surprise no-one who has followed the trend of events since the Nationalists assumed power in the North. It is fairly evident that the Nanking faction has not had much time for the departing Inspector-General, as it is also fairly evident that Mr. Maze has been in the party's good books for no inconsiderable while. Whether the latter, however, now that he has been put at the head of the service, will be able to reconcile his views of what an I.G. should do with the views held by his pseudo-employers as to what an I.G. should do, remains to be seen. Mr. Edwards' allegations regarding interference and the existence of dual control undermining the discipline of the Customs are serious ones, and it is difficult to see how the service is to be efficiently maintained if there is any truth in them and the Nationalists persist in having matters conducted according to their own ideas.

Yet it is very likely that with a change of Inspector-Generals there will come a change in Nanking's attitude. After all, there are no indications that any drastic alterations in the functioning of the Customs are contemplated. The boot is rather on the other leg. We have had the drawing-up of elaborate tariff schedules which have proved acceptable to the Great Powers and we have the assurance that the Finance Ministry propose to summon a Likin Conference when the present

parleys on disbandment are concluded. Both these steps point to a continuance of the effective administration which has characterised the working of the Chinese Maritime Customs since the days of Sir Robert Hart, truly the father of a wonderful service and one of the greatest foreign friends China has ever possessed.

We are attempting, of course, to look upon the change which has just been effected in as optimistic a light as is possible. At the same time, however, the fact cannot be ignored that other changes, less far-reaching at present but more insidious, are taking place in the Customs. No more foreigners, for instance (we are given to understand), are being appointed, either on the administrative side or on what is known as the "outdoor" staff; and this is a matter, we contend, which should occupy the attention of the Diplomatic Body. The Customs service was instituted and has been maintained to perform certain distinct duties in the way of the collection of revenue which are by no means solely the affair of the Chinese. Various foreign Powers are concerned in these collections, and the idea of a foreign administrative staff at the beginning was to assure that the job was done properly. And if the remaining foreigners holding administrative posts are not replaced by other foreigners of ability and training, the job, we are afraid, is not going to be done properly. If, of course, the conduct of the Chinese Maritime Customs was a domestic institution having to do only with the Chinese, such remarks as the above would be uncalled-for; as we all know, such is not the true position of affairs, and it behoves the Powers, in the circumstances, to keep a watchful eye upon the operation of the service.

The fact that, under a changing regime, the revenue returns for last year showed an appreciable increase is no proof that all is well; it may prove completely the opposite.

Salvation Army Funds

There are few people, we imagine, who doubt not that they know at least a little about the Salvation Army—the extraordinary body of religious enthusiasts whose activities nowadays are practically world-wide. But how many, we would ask, knew that they had accumulated funds to the stupendous total of \$20,000,000? The statement is simply staggering, stunning. In our ignorance, we thought the Salvationists were a kind of self-supporting body, who kept the "pot boiling" as it were through channels that left them very little of surplus from year

to year. By the urgent and energetic manner in which they solicit the pennies of the casual passer-by, who happens to listen to them at one of the many street corners at which they are to be found at home and elsewhere, one might be forgiven for thinking that accumulated funds were about the last thing for which the Salvationists had time to attend. It should not be forgotten, however, that during their existence of some seventy years, they have been very highly esteemed by all classes, and, judging by their funds, they must have received large donations, legacies and other pecuniary support, and have invested the money in very business-like manner. But \$20,000,000! It is, we repeat, simply staggering.

The only people who never change their minds are those who have no minds to change. What good is there in hanging on to old ideas and prejudices after the times have outgrown them? The men and women who boast that what they said yesterday, they say to-day, and are going to say to-morrow, are advertising that their intellectual development stopped at a certain age, and that they have learned nothing since. Their eyes have been so blinded that they could not see new truths when they were presented before them. We have to change to meet the changing times, and adjust our views to altered conditions.—Fort Worth Star Telegram.

Mr. M. Manuk will speak on "Our Influence in Life" at the usual weekly lecture of the Theosophical Society, to-day at 6 p.m.

Eighteen cases of small-pox (Chinese), six of diphtheria (Portuguese) and one of enteric fever (British) were reported yesterday.

"I am only making the statement that her (Mrs. Eddy's) life was entirely consistent with her published writings.

"Cordially and sincerely yours,

CORRESPONDENCE

CHRISTIAN SCIENCE

COMMITTEES ON PUBLICATION
REGARDING MRS. EDDY'S
USE OF DRUGS

(To the Editor of the "China Mail.")

Sir.—"I use no drugs whatever," wrote Mrs. Eddy on page 834 of "Miscellaneous Writings" published in 1897.

A few years later, after Christian Scientists of her household had been unable to relieve her of great suffering, she decided to make scientific use of the faith of the world in medical methods, and on numerous occasions she employed doctors who administered drugs and anaesthetics.

This fact has been known to Mother Church officials for many years, although the Science which justified Mrs. Eddy's action has remained a mystery to them.

Nevertheless when the first scientific explanation of the matter was discussed in the public Press of Great Britain and America a short time ago, the London spokesman for the Board of Directors declared the story that Mrs. Eddy used drugs or employed physicians was wholly false, and that

"Advocating co-operation between Christian Science and Medicine is an absolute denial of the Christ, Truth."

Some time later a Christian Scientist in America wrote the Committee on Publication of the Mother Church in Boston, asking for the facts of the matter. The following reply was received:—

"I am only making the statement that her (Mrs. Eddy's) life was entirely consistent with her published writings.

"Cordially and sincerely yours,

(Signed) CLIFFORD P. SMITH."

While Mrs. Eddy's statement that she used no drugs was true when it was written in 1897, it later became obsolete upon her resort to medical aid. In this she was wholly consistent with her advancing understanding of the basic mental law, and the changing demands upon the movement.

But for the Committee on Publication to-day to state that she was consistent with her earlier published statement that she used "no drugs whatever" is a gross misrepresentation of the facts. It is equally preposterous to deny that Mrs. Eddy made use of drugs or to claim that co-operation with doctors by Mrs. Eddy or her followers is a "denial" of legitimate Christian Science.

Every statement thus far made on the subject by the Committees on Publication has been either a denial of the facts or an attempt to conceal them. Such a policy is a cowardly evasion of responsibility. It does not correct impositions on the public and injustice towards Mrs. Eddy; it creates them. (Manual, page 27).

Mrs. Eddy's action was not something to be ashamed of and concealed. It was the logical proof of her intelligent recognition and courageous application of an exact scientific law, vitally important for all Christian Scientists to understand to-day. Without full knowledge of the facts and a comprehension of the Science involved in Mrs. Eddy's utilization of drugs, Christian Scientists will find it increasingly difficult and ultimately impossible to progress in the art of healing the sick.

Yours, etc.,
THE EDITORS OF THE CHRISTIAN SCIENCE WATCHMAN.

20, Jackson Place, N.W.,

Washington, D.C.

November 15, 1928.

AN INVITATION

(To the Editor of the "China Mail.")

Sir.—In your issue of January 7, 1929, I read an announcement of a lecture to be given in Hong Kong on Christian Science, in accordance with the provisions of Article XXXII, section 4, of the Church Manual of the First Church of Christ Scientist in Boston, Massachusetts.

May I ask Mr. Adler, the Committee on Publication, as to whether or not the provisions of Article XXXI, Section 1, have been complied with? This section reads as follows:—

"This Church shall maintain a Board of Lectureship, the members of which shall be elected annually on Monday preceding the annual meeting, subject to the approval of the Pastor Emeritus." (Mrs. Eddy.)

Inasmuch as Mr. Adler has not yet answered the questions in my letter of January 8, 1929, I now extend to Mr. Adler a most cordial invitation to meet me and to discuss this vital subject so near to our hearts.

Will Mr. Adler kindly reply through the "China Mail"?

Yours etc.,

FANNIE CURRY, AUTHOR.

Hong Kong, Jan. 10, 1929.

"CANDIDA"

FURTHER SUCCESS OF THE MACDONA PLAYERS
SPLENDID PERFORMANCE

The Macdonald Players had a further success last night in "Candida." This is one of Shaw's less popular plays, which may account for a smaller audience than usual; but what they lacked in numbers they made up in enthusiasm. They received the first act somewhat coldly—the second roused a great deal of applause, and at the end of the last act all the Players received an ovation they well deserved!

Joan Blair as the Typist was quite irresistible. The part fitted her like a glove. Her sense of fun (mingled with strict decorum) in the outspoken scene with Eugene roused the audience to shouts of irrepressible laughter.

"Candida" was played with sympathy and sweetness by Joan Hopegood, a charming interpretation; but Terence O'Brien was not quite so convincing as the Poet. In his hands "Eugene" becomes a sentimental, instead of a visionary—and, by deliberately suppressing his personal charm, he makes the plot rather unreal.

Stanley Drewett gave an inspired interpretation of the part of the husband—playing it with such dramatic fire, and yet with such a human appeal—that it became impossible to doubt what "Candida's" ultimate decision would be.

As the Curate, Frederick Keen was excellent and A. S. Keenwood was most adequate in the part of Burgess.

Altogether a fine performance. Hong Kong playgoers should not miss the chance of seeing this talented and very capable band of Players.—A. W.

INDIAN CONSTABLE

CHARGED WITH LARCENY

At the Kowloon Magistracy yesterday an Indian constable No. 556, of the Water Police, was charged by two sepoys of the Punjab Regiment on a charge of larceny by bailee of a sum of \$25.

Mr. L. H. C. Calthrop, A.S.P., who prosecuted, stated to Mr. F. W. Hamilton, the magistrate, that the two complainants met the defendant on Monday in Haiphong-road. In a conversation ensued, the defendant volunteered to buy some clothing for the complainants at a much cheaper price. After the complainants handed the defendant \$25, the latter disappeared into a tailor's shop but was later seen at Nathan-road. The parties were then brought back to the police station by an Indian sergeant. The case was adjourned.

NEW FORTS COMMANDER

Mr. George Bow, who while acting as Superintendent brought the Canton-Shamshui Railway to a high state of efficiency, has been appointed commander of the Macao (Cheung Chau) Forts, at the approach to Canton, in succession to Major-General Chan Hing-wan, who was concurrently Principal Aide-de-Camp to Marshal Li Chai-sum and "No. 2" of Canton Aviation. Mr. Bow, in addition to being an engineer, is also a military man, having been taught tactics and strategy at Vermont Military Academy in the U.S.A. General Chan, it will be recalled, piloted the seaplane "Pearl River" to Nanking and back to Canton.

WILL ADLER REPLY?

(To the Editor of the "China Mail.")

Dear Sir—I have read with much interest the letter in your issue of 3rd January signed Fannie Bulver Buxton on the subject of Christian Service; also the telegrams from the Church in Boston and the Church in Washington and I have been waiting for sometime to read Mr. Adler's reply.

Will Mr. Adler reply? I think he cannot or will not support.

Now, Mr. Editor, you are as much to blame as Mr. Adler in allowing Mr. Adler to make statements in your newspaper which he cannot or will not support.

It is not for me to try to teach you your business, but I think you should in future make close enquiries into the bona fides and integrity of your correspondents.

For Mr. Adler and his statements, the least said about him and them, the soonest mended.

A quotation from Mrs. Eddy's book may not be out of place here. "Evasion of Truth cripples integrity and casts thee down from the pinnacle."

Yours etc.,

FANNIE CURRY, AUTHOR.

Hong Kong, Jan. 10, 1929.

Sport Columns

CRICKET

ENGINEERS BEAT THE R.A.S.C.

LEAGUE MATCH

The Royal Engineers improved their position in the cricket League yesterday, when they defeated the R.A.S.C. at Sookumpoo by over 100 runs, after knocking up 178 for nine wickets, declared. The Service Corps replied with 72, Durand taking six wickets for 16 runs.

The full scores were:

Royal Engineers	10
Sgt. Waters, b Simpson	10
Q. M. S. Lepard, c McIntyre, b Simpson	36
L/C. Penny, c & b Fry	13
Sgt. Harrison, c Lyons, b Simpson	1
Cpl. Butler, b Fry	10
Sgt. Warwick, c Simpson, b McIntyre	40
L/C. Durand, c Tavlin, b Simpson	1
Col. Skinner, not out	41
C. S. M. Kennard, b McIntyre	1
Lieut. Osborne, b McIntyre	0
Lieut. McDonald, not out	9
Extras	16
Total (for 9 wkts. dec.)	178

BOWLING ANALYSIS.

	O.	M.	R.	W.
Fry	13	2	51	2
Simpson	15	1	65	4
Lyons	3	0	19	0
McIntyre	5	0	27	3
R.A.S.C.				
Cpl. Crowcroft, run out				5
L/C. Fennell, b Durand				0
Pte. Winfield, b Durand				31
Pte. Lyons, c Durand, b Skinner				0
L/C. Tavlin, b Osborne				12
Pte. Fry, b Durand				5
Pte. Andrews, not out				7
Pte. Edwards, c & b Osborne				0
Pte. Simpson, b Durand				1
Capt. Williams, b Durand				0
L/C. McIntyre, b Durand				0
Extras				11
Total				72

BOWLING ANALYSIS.

	O.	M.	R.	W.
Durand	12.5	4	16	6
Skinner	7	2	30	1
Osborne	5	1	15	2

I.R.C. v. C.S.C.C.

The following have been selected to represent the I.R.C. 2nd XI against the C.S.C.C. on Saturday, on the I.R.C. ground at 2 p.m. sharp.

Sirdar Khan (capt.), M. P. Madar, A. S. Suffiad, N. B. Kitchell, A. M. Ramjahn, A. R. Suffiad, M. R. Abbas, D. Mohamed, R. Nazir, A. Butt, J. M. A. Ramjahn, Reserve, U. T. Thad.

SCHNEIDER CUP

London, Yesterday. The Schneider Cup race has been fixed for Sept. 6 and 7.—Reuter.



Miss Alice Eldridge, a famous Boston swimmer, and Jole Ray (inset), winner of the marathon at the last Olympic Games, who are to be married. Miss Eldridge is shown above as she appeared for an exercise swim.

Six Days' Bicycle Race



Left to right, Debats, Horder, Brocardo, Van Neck, Petri, Stockholm, Walthour, Kockler, Keller, Georgetti and Belloni, in six days' bicycle races which drew big crowds to Madison-square Garden, New York.

FOR SALE

London—Orient Flight FLOWN COVER Manila to Hong Kong via British Far East Flight. First air mail to Hong Kong.

Cover with only two pesos ordinary stamp \$ 15 net.

Cover with one or two air mail stamp L.O.F. postage not less than two pesos \$ 20 net.

GRACA & CO., No. 10, Wyndham Street, P.O. Box No. 820, Hong Kong.

Saturday, kick off at 4 p.m.:—
Angus, Snr.; Guest, Plle; Hadley, Easterbrook; Robson; Clemo, Davies; Sperry, Miles; Baldwin, Reserve; Hast.

The following have been selected to represent the Kowloon 2nd XI v. Police 2nd XI, on St. Joseph's ground, on Saturday, the 12th instant, kick off at 2.30 p.m. in the junior Shield game:—
Angus, Jnr.; Moore, Hass; Campbell, Nicholls, Blacklock; Hannan, Waddington, Moss; Dunnett, Eastman. Reserve: Seddon.

LAWN TENNIS

UNIVERSITY MATCH AT POKFULAM

The annual match between the Past and Present members of the Hong Kong University was played at Pokfulam yesterday and resulted in a win for the Past by one game. Scores:—

Ng Sze-kwong and C. Choa (Past):—

beat G. de Sousa and T. K. Tan 6-5

beat K. T. San and T. W. Chong 6-5

beat P. C. Lim and H. T. Lee 6-5

(Continued at Foot of Next Column.)

MONEY AND SHARES

On London—
Bank, Wire 2/- 1/4

Bank, on demand 2/- 5/16

Bank, 30 days' sight 2/- 1/4

Bank, 4 months' sight 2/- 1/4

Credits, 4 months' sight 2/1 1/4

Documentary 4 months' sight 2/1 1/4

On Paris—
Bank 1287 1/4

Credits, 4 months' sight 1332 1/4

On Berlin—
Bank 184 1/4

On demand 184 1/4

On New York—
Bank 49 1/2

On demand 49 1/2

Credits, 60 days' sight 50 1/2

On Bombay—
Bank 116 1/2

On demand 123 1/2

On Hong Kong—
Bank 184 1/4

On demand 184 1/4

On Calcutta—
Bank 184 1/4

On demand 184 1/4

On Singapore—
Bank 184 1/4

On demand 184 1/4

On Manila—
Bank 98 1/2

On demand 98 1/2

On Shanghai—
Bank 78 1/2

On demand 78 1/2

30 days' sight (private paper) 78 1/2

On Yokohama—
Bank 107

On demand 107

Gold Leaf, 100 fine (per taek) 17 1/2

Sovereigns (Bank buying rate) 9.55

Silver (per oz.) 26 1/2

Kong 8 1/2 prem.

Copper Cash Nominal

Chinese Copper Cents 6% prem.

Rate of Native Interest 7% p.a.

Chinese Sub. Coin 31 1/2 dis.

Hong Kong Sub. Coin Par.

LONDON EXCHANGES.

London, Yesterday.

Paris 124.025

New York 4.85 1/32

Brussels 34.905

Geneva 25.19 1/4

Amsterdam 12.08 1/4

Milan 92.675.

Berlin 20.405

Stockholm 18.13

Copenhagen 18.18 1/4

Oslo 18.19 1/4

Vienna 34.475

Prague 16.37 1/4

Helsingfors 19.24 1/4

Madrid 23.78

Lisbon 108 1/4

Athens 375

Bucharest 808

Rio 5 29/32

Buenos Aires 47 1/2

Bombay 1/6 1/32

Shanghai 2/7 1/4

Hong Kong 2/0 1/4

Yokohama 1/10 23/32

Silver Spot 26 1/2

Silver Forward 26 7/16

—British Wireless Service.

T. C. Iu and H. Lo (Past):—

lost to G. de Sousa and T. K. Tan 4-7

lost to K. T. San and T. W. Chong 4-7

beat P. C. Lim and H. T. Lee 10-1

18-15

A. H. Rumjahn and T. L. Iu (Past):—

lost to G. de Sousa and T. K. Tan 4-7

lost to K. T. San and T. W. Chong 4-7

beat P. C. Lim and H. T. Lee 6-5

Total: Past 50, Present 49.

Open Doubles

It is announced that L. Goldman and McEachran have entered the Open Doubles Championship of the Colony together.

After my marriage I'll attend to everybody who has any idea of having a fight with me. The promoters can pick any man they like, the harder the better. I'm not afraid to enter the ring with anyone, and I'll demonstrate how I stand among the men of my class when I climb in between the ropes next time. —Tommy Miligan.

W. S. King, in substituting the fine half-back in all Britain, came through his initial international appearance with flying colours. —T. Muirhead.

BRINGING UP FATHER.

WURM'S

"STOMACH DOCTOR"

THE BEST BITTER FOR THE STOMACH.

EATING WITHOUT APPETITE:
drink one liquor-glass "WURM" before repast.

WORLD NEWS IN PICTURES.

German Legislature



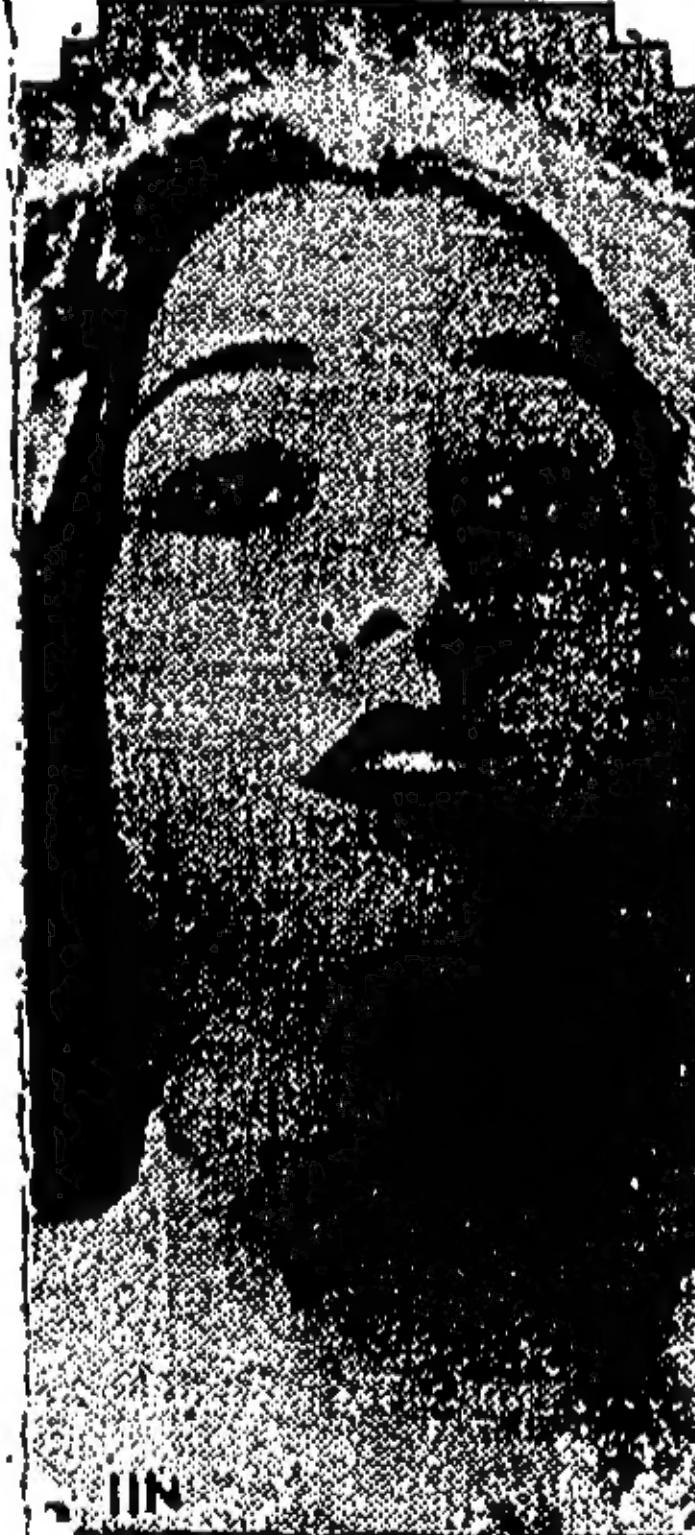
Herr Loebe, President of the German Reichstag.

Dances for Church



In order to raise funds for church improvements, Mrs. Henry Scott Rubel (above), wife of a Chicago pastor, is teaching parishioners to dance for benefit entertainments. She was formerly Dorothy Deuel, of the famous Deuel sister dancers.

Lupe Velez



The clever Mexican screen actress.

Constance Talmadge



The film star, Mrs. Constance Talmadge, in Paris with her daughter.

Nephew of a King and His Bride



Left to right, Miss Estelle Manville (an American girl), Count Folke Bernadotte (nephew of the King of Sweden)—who were married, with the Crown Prince of Sweden as "best man;" and Mrs. and Mr. Manville, mother and father of the bride.

Bearing Japan's Sacred Treasures



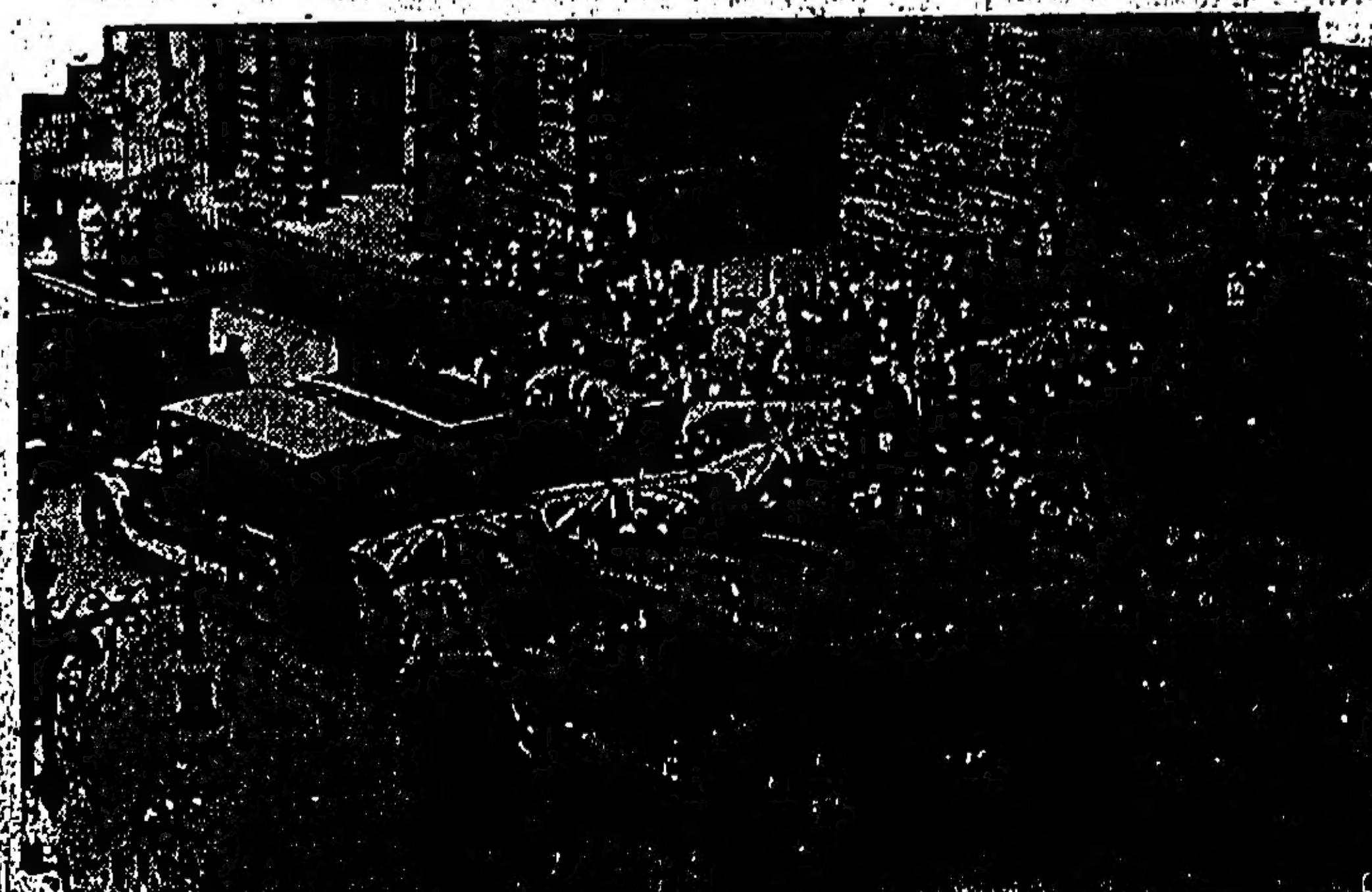
This unusual photo shows the Kashiko Dokoro, a silken palanquin, containing the sacred treasures of Japan's Imperial family, being borne to the Kyoto place on the shoulders of two-score young men, the occasion being the crowning of Emperor Hirohito as the 124th ruler of the Japanese Empire.

Comparative Size



The U.S.S. "Wyoming," a super-dreadnought, against a background of skyscrapers. Notice the Woolworth-building in the distance.

Last Rites for the "Vestris" Victims



Mrs. Lawrence Moore, the 30-year-old survivor of the liner "Vestris" who believed a lifeboat must be taken from a burning ship.

Hero of "Vestris"



Albert Duncan, second steward of the ill-fated British a.s. "Vestris," last man to leave excepting the captain.

Secretary of State?



Mr. Henry P. Fletcher (above), the U.S. Ambassador to Italy, who accompanied President-elect Hoover on his visit to Central and South America, is thought to have a chance for the post of Secretary of State after March 4.

Journalist's Death



Mr. Wm. Bradford Merrill, an American journalist of international repute, who succumbed to pneumonia at the age of 67.

Bravery



Mrs. Lawrence Moore, the 30-year-old survivor of the liner "Vestris" who believed a lifeboat must be taken from a burning ship.

COUNT THE
"MAILS"

THEN LOOK AT THE READER
AND YOU WILL SEE THAT HE IS A MAN
WHO CAN AFFORD TO BUY
WHAT YOU HAVE FOR SALE.

IT IS A QUALITY CIRCULATION
THAT PAYS.

IT IS FAR CHEAPER TO ADVERTISE

In a Newspaper That Reaches the People Who Can Afford to Buy Than to Advertise in a Paper That Reaches People Who Cannot Afford to Buy.

LOOK AT THE READER

Before You Decide Which Paper Shall Carry
Your Advertisement.

THE "MAIL" CLAIMS

THAT IT REACHES THE BUYER.
THEREFORE

ADVERTISE IN THE "MAIL."

SIR ERNEST BENN
on
NET SALES
Brains Not Stomachs.

Speaking at the Annual Meeting of Benn Brothers, Ltd., in August last, Sir Ernest Benn inter alia said:—

"The company has increased its turnover from \$50,000 two or three years ago to nearly a quarter of a million sterling and this increase can be very largely attributed to judicious advertising."

OUR ADVERTISING EXPERIENCE IS AT
YOUR SERVICE.

CHINA MAIL OFFICES
3A, Wyndham Street.

SAND-LIME BRICKS.

Best machine made bricks.
Highest tests and uniform qualities.
For Economy, Quality, Durability and
Satisfaction unsurpassed.

YEE YICK SAND-LIME BRICK CO.,
CHING IU NAM
Manager.

Factory—Canton. Hong Kong Office,
148, Queen's Road, West, 1st Floor.
Telephone No. C. 3882.

AT PRESENT, OUTDOOR WORK ONLY

K. FUJIYAMA
PHOTOGRAPHER.

NIGHT PHOTOGRAPHY AND EN-
LARGEMENTS A SPECIALTY.
ENLARGEMENTS CAN BE MADE
FROM ANY PHOTOGRAPH
NEW, OLD OR FADED.

WEDDINGS AND GROUPS A FEATURE.

SPECIAL ATTENTION GIVEN TO
DEVELOPING, PRINTING AND
ENLARGING AMATEUR
PHOTOGRAPHS AT A VERY
MODERATE CHARGE.

PROMPT DELIVERY GUARANTEED.

I can give you the best results as any Photographer
in the City and better than 95% of them.
TEMPORARY OFFICES
10 FLOOR, 111 PEGASUS BUILDING, HONG KONG.

THE MOTORISTS' PAGE

NEW 1929 MODEL B. S. A. MOTOR CYCLES HAVE ARRIVED

DO NOT FAIL TO SEE THESE NEWLY
DESIGNED MODELS BEFORE
CHOOSING YOUR NEXT MOUNT
ABSOLUTELY THE VERY BEST
VALUE FOR YOUR MONEY.

THE SINCERE CO., LTD.

NOW ON DISPLAY
THE FAMOUS

F. N.

FAVOR
GILLET D'ERSTAL
and
MONET & GOYON
MOTOR CYCLES

WITH OR WITHOUT SIDE-CAR.
ALL ACCESSORIES AND SPARE PARTS
IN STOCK.
EASY PAYMENTS CAN BE ARRANGED
AT

THE FRENCH MOTOR CYCLE CO.

46, Nathan Road, Kowloon.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.

BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

HANOMAG.—Wai On Tseng, Ltd., 243 Des Voeux Road, C. Tel. C. 711.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

OAKLAND.—Lane, Crawford, Ltd.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PONTIAC.—Lane, Crawford, Ltd.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.

SINGER.—Gilmans & Co., 4a, Des Voeux Road Central.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

VAUXHALL.—Lane, Crawford, Ltd.

WHIPPET.—Gilmans & Co., 4a, Des Voeux Rd, C.

WILLYS-KNIGHT.—Gilmans & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

FEDERAL TRUCKS.—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.

G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

GUY.—A. Lung & Co., 19, Queen's Rd. C. Tel. C. 1219.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

WILLYS-KNIGHT TRUCKS.—Gilmans & Co., Ltd., Des Voeux Rd. C.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.

NEW HUDSON.—A. Lung & Co., 19, Queen's Road C. Tel. C. 1219.

RALEIGH.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

ROYAL ENFIELD.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.

AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.

COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd. C. Tel. C. 1219.

MILLER TYRE ACCESSORIES.—A. Lung & Co., 19, Queen's Rd. C. Tel. C. 1219.

PRESTOIL BATTERIES.—Hongkong Hotel Garage, Queen's Road, Kowloon.

SPEED RECORDS

STUDEBAKER APPLIES FOR MORE

PRESIDENT EIGHTS

Application for five new international speed records established in November by The President Eight on the Atlantic City Speedway has been made to the International Association of Recognized Automobile Clubs in Paris by The American Automobile Association of The Studebaker Corporation of America.

The new speed marks were made when two fully equipped stock President Eight Roadsters swept around-the-mile-and-a-half-speed bowl through rain and fog for 24 hours of continuous speed at averages in excess of 85 miles an hour. One car maintained an average of 85.20 and the other finished at 85.08 miles per hour.

The President's performance established twelve new American records for fully equipped stock cars of every official record for fully equipped stock cars regardless of power or price or type of car. The official certificate of performance prepared by the Contest Board of the American Automobile Association, which sanctioned and supervised the run, awards Studebaker seven new distance records from 5 to 2,000 miles and five period records from 1 to 24 hours.

Five Asked For

The five new international records which the International Association of R.A.C. has been asked to certify are for 2,000 miles, 2,000 kilometres, 3,000 kilometres, 24 hours in miles per hour, and 24 hours in kilometres per hour. The average speeds established for these periods follow:

2,000 kilometres—136.604 kilometres per hour.

2,000 miles—85.20 miles per hour.

3,000 kilometres—137.23 kilometres per hour.

24 hours—137.11 kilometres per hour.

24 hours—85.20 miles per hour.

Distinction is made between miles per hour and kilometres per hour because of the fact that the International Association, which is the governing body of world automobile racing lists and awards world and international recognition to speed marks measured both by European and American tables of distances.

These new marks for which application is being made are in addition to the five world records and eight international records already awarded. The President has been a splendid one from the point of view of the English motorist. The prices of the more expensive cars had been decreased, and equipment, design, and fittings improved in all the cars which had been shown at Olympia.

He did not think, however, that the British manufacturer deserved an amount of praise when one considered the show from the stand-point of the Dominion market.

"It may be that the British manufacturer is content to provide a car for his home market," he said, "and if this is the case, so long as he is protected by a 33 per cent. tariff, there will be little necessity for him to make further efforts or changes in his policy." But if he wants to regain any considerable proportion of the market which he lost while helping his country during the war, some radical change in policy must be made.

"No two authorities I must admit have the same idea as to which form this change should take. The reasons given are given for the want of success of the British car overseas and

lack of power in the engine, for which the English horse-power tax is blamed.

Unsuitability of the general design, and the difficulty of obtaining spares.

The difficulty of obtaining spares, although these factors are of some importance, especially the last one, I am of the opinion that they do not form the main obstacles to an increase in sales.

"I Cannot Compete."

The factor which counts more than anything else is the cost of production. Professor McCormick declared that

where the British car sells for only a percentage above the cost of the Canadian car, it can compete.

A significant feature of the run is the fact that the team which made the trip had been driven a total of nearly 30,000 miles. The team report that

they had to stop frequently to repair

SAN REMO RALLY

DETAILS OF TOURING COMPETITION

FIRST TO ARRIVE

First to arrive in the San Remo rally, a touring competition in which the participants set out from distant points for this Italian seaside resort, was Major Urdeneau, of the Roumanian Royal Guards, who drove a 520 model Fiat from Bucharest over the rain sodden roads of Hungary and Austria. The noted actress, Miss Mimi Aylmer, took first prize in the speed contest with a six cylinder Fiat 520, and another attraction at the San Remo gathering was the presentation of a complete series of 1929 model Fiats under the control of the famous veteran race driver Felice Nazzaro.

Out of the eleven Fiat cars entered in the Concours d'Elegance at Ferrara, Italy, eight of them won first prizes in their respective classes, while the remaining three were awarded second prizes. The event united all the leading Italian and American makes.

At Turin, where a Concours d'Elegance was held in the presence of the Duke of Genoa and the Duke of Ancona, first prizes for stock cars were won by Fiats in three out of the four classes provided. In addition, the Royal Automobile Club gold medal for the best group of cars with standard bodies and three gold shields were captured by Fiats in face of Italian, French and American competition.

The only Fiat entered in the Dutch East Indies motor bus competition secured first prize after a magnificent run in which only two points were lost. The second prize was awarded to a Chrysler. The route selected was unusually difficult and competition was keen.

PRICES TOO HIGH

WHY BRITISH CARS FAIL ABROAD

COLONIAL OPINION

"Nothing that has been displayed at the Motor Show at Olympia will have the effect of developing the overseas market for the British car."

This is the considered opinion of Mr. Duncan McMillan, Professor of Automobile Engineering at the City University, who was recently on a visit to London and who spent a great deal of time at the Motor Show.

In an interview with a "Daily Telegraph" representative, he said that there was not the slightest doubt that the exhibition this year had been a splendid one from the point of view of the English motorist. The prices of the more expensive cars had been decreased, and equipment, design, and fittings improved in all the cars which had been shown at Olympia.

He did not think, however, that the British manufacturer deserved an amount of praise when one considered the show from the stand-point of the Dominion market.

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where the British car sells for only a percentage above the cost of the Canadian car, it can compete.

A significant feature of the run is the fact that the team which made the trip had been driven a total of nearly 30,000 miles. The team report that

they had to stop frequently to repair

the car, thus causing the team to

short-circuit. If a good spark plug

is used, the car will run

well, but if a poor one is used,

the car will not run at all.

COMFORT

Haven't you always wanted a car where the comfort of an arm chair was maintained mile after mile, throughout a day of rapid travel, over roads both good and bad?

In the New Oldsmobile Six there is room to stretch your legs, the seats are moulded to the form of your back. Springs are long and wide and the hydraulic shock absorbers remove even the small jars.

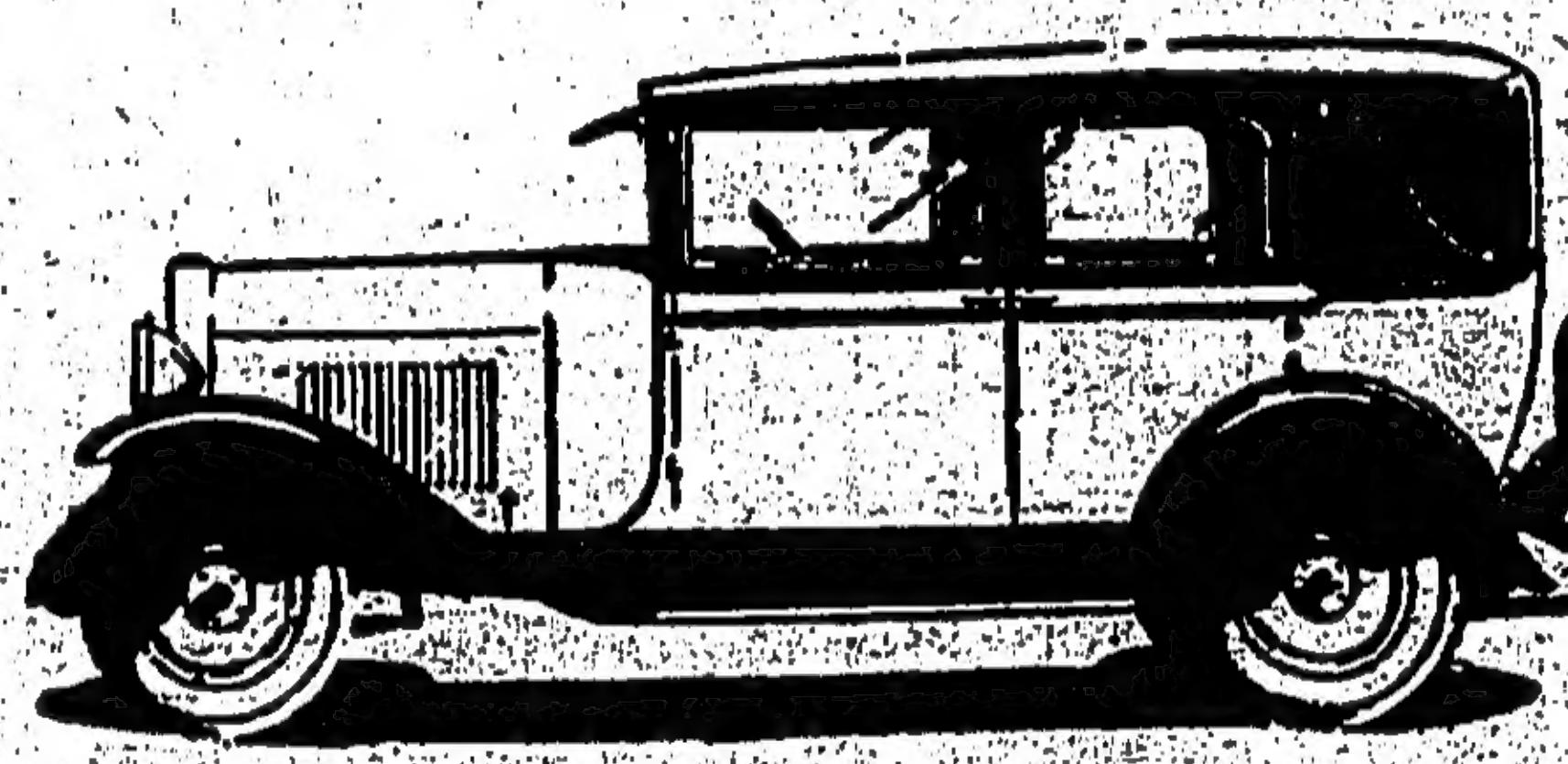
Here you have comfort and riding qualities built right into the car. They will not vary as you flash, care-free, past thousands and thousands of milestones.

Touring	M\$2,500.00
Roadster	M\$2,500.00
Sedan (2-door)	M\$2,600.00
Sedan (4-door)	M\$2,800.00

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.



YOU CAN BUY A BIGGER CAR BUT NOT A BETTER ONE.

A CLEAN SWEEP

12 NEW RECORDS FOR PRESIDENT 8

Washington, D.C.

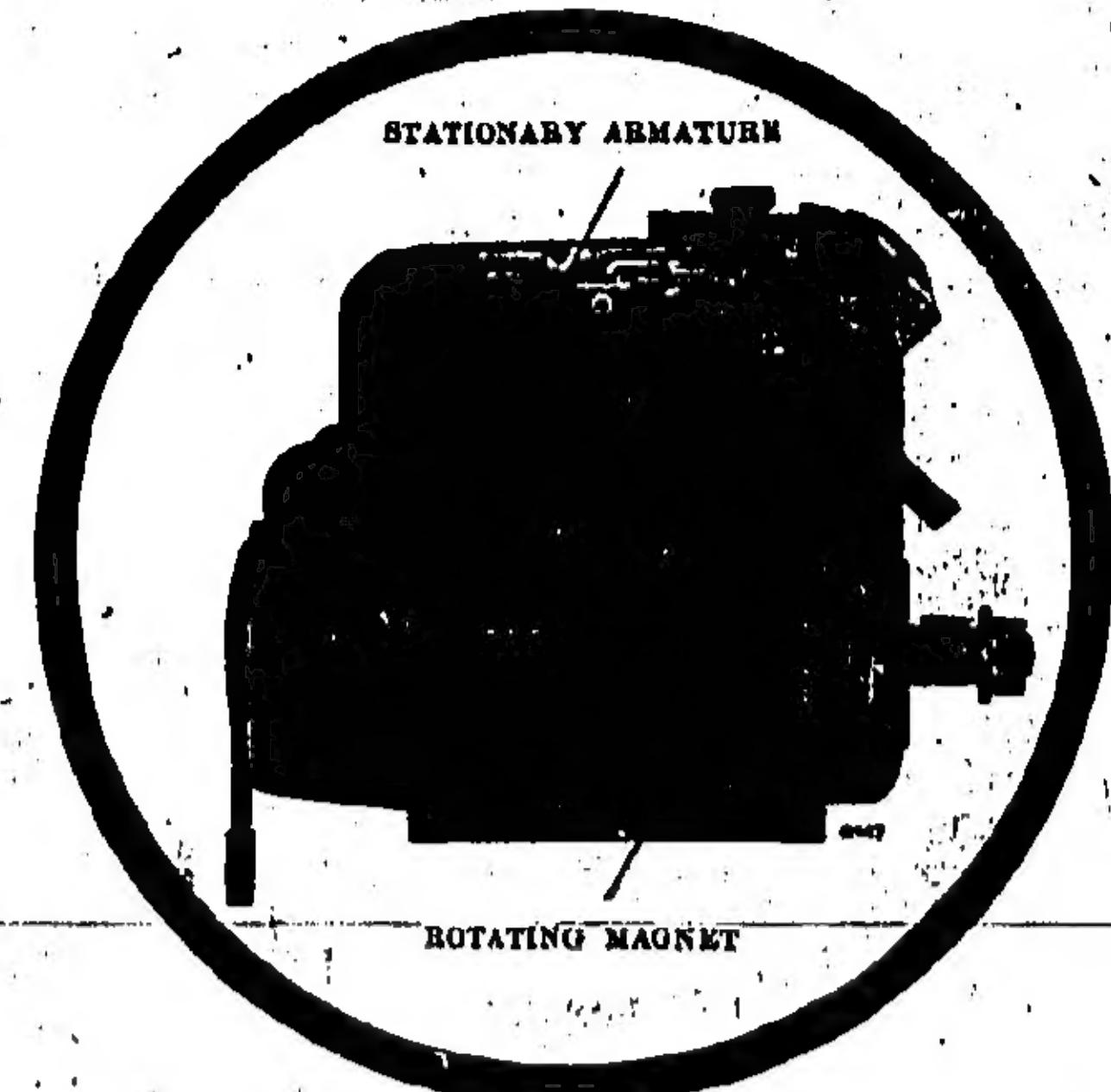
Announcement has been made by the American Automobile Association of twelve new records for fully equipped stock cars established by The Studebaker President Eight when it averaged 86.2 miles per hour for 24 hours on the Atlantic City Speedway.

These marks, together with the records recently established by The President in travelling 30,000 miles in 26,822 minutes, give this car a clean sweep of all American stock car records for speed and endurance, as well as five world records and eight international records, stated A. H. Means, of the A.A.A.

In the case of the 30,000 mile run, The President which took part in this latest test were certified as stock models by the A.A.A. which authority also timed, checked, and supervised the running of the event.

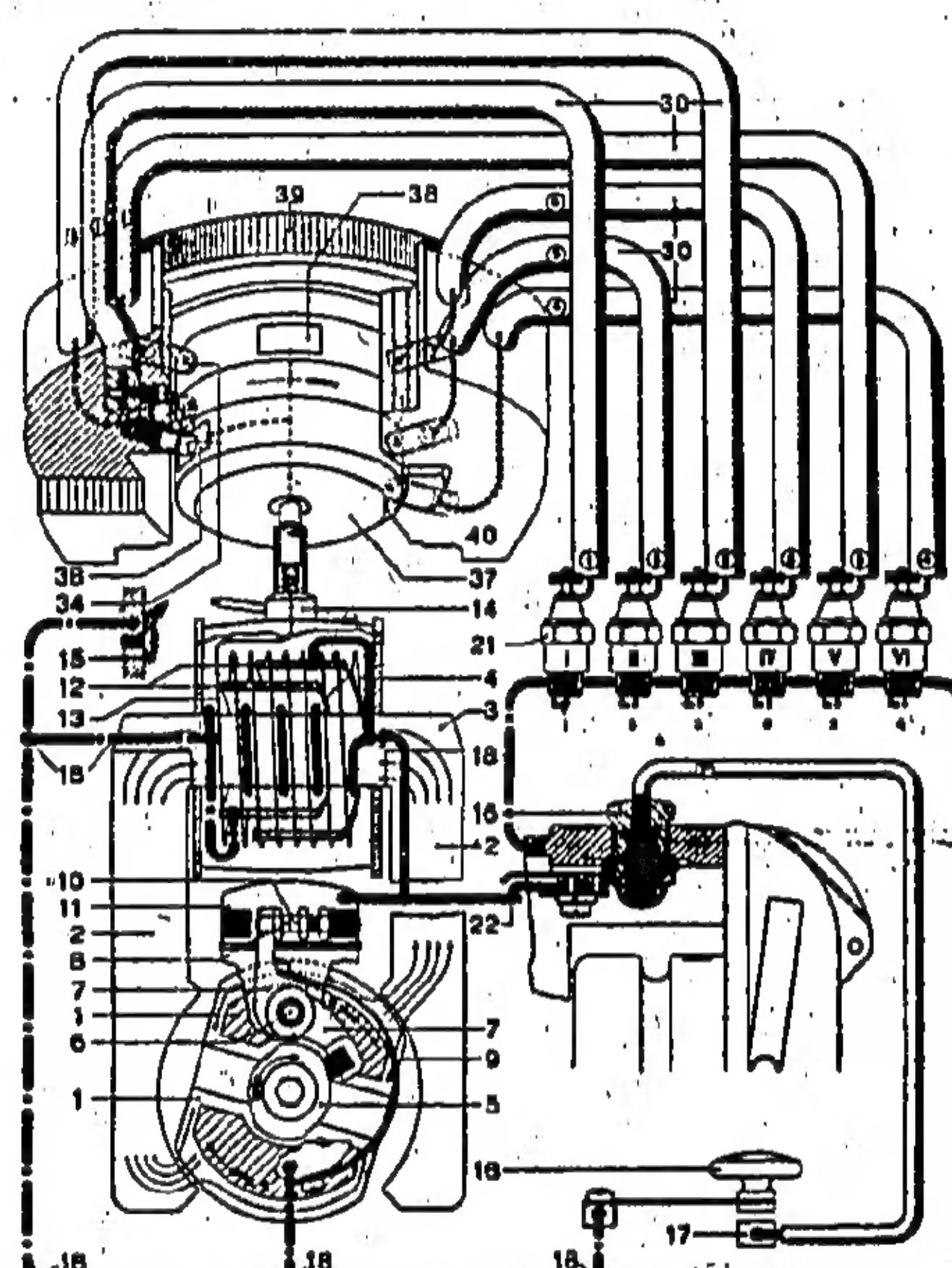
The President Sport Roadster engaged in the test started at 5:14 p.m. on November 11 and finished twenty-four hours later. The second car to finish achieved an average of

PRINCIPLE OF THE
SCINTILLA
MAGNETO



Based on an entirely new principle of design and construction, the SCINTILLA Magneto offers the Motor Industry the finest ignition system engineering science has ever produced. Its permanent magnet, the most robust part in any magneto, rotates. The delicate parts, such as the contact breaker with its contact points and the armature, are stationary.

The characteristic of the SCINTILLA Magneto lies therefore in the complete inversion of the systems hitherto known, and the numerous advantages of this magneto must be realised.



STOCKS CARRIED
ALL MODELS & SIZES

SINGLE CYLINDER TO 12 CYLINDER

H.K. \$65.00 TO H.K. \$155.00.

THE HONG KONG HOTEL GARAGE
25, QUEEN'S ROAD, CENTRAL.
(THE HONG KONG & SHANGHAI HOTELS, LTD.)

UNUSUAL

TRANSPORTATION SERVICE
IN SUMATRA

An unusual transportation service which illustrates the rapid motorisation taking place in every section of the world, is maintained in Sumatra, Dutch East Indies, by the Deli Railway Company.

The Company operates three Studebaker buses in daily service between two cities in the mountainous part of the island. From sea level the route climbs to an elevation of 5,000 feet in the comparatively short distance of 45 miles. In spite of the fact that the Median-Brastagi-road covered by the three Studebakers is one of the steepest and most dangerous in the world, the buses cover the distance in less than two hours.

The satisfactory service rendered by Studebaker equipment recently led to the purchase of a President Eight by the director of the railway company for his own use.

GERMAN IMPORTS

One-third of all cars imported into Germany during the first six months of 1928 were of Fiat construction, according to figures just given out. During these six months the number of automobiles imported into Germany

FOUR SPEED GEAR

SELF CHANGING AND SILENT

UNIQUE INNOVATION

For nearly 30 years the best brains in automobile engineering have wrestled with the problem of devising a gearbox which shall bechildingly simple to operate, silent in action and infinitely resistable to wear.

Despite these efforts, however, gear changing is still sufficiently difficult to make an expert hesitate before guaranteeing to make perfect changes of speed under all conditions. As for the beginner, gear changing is, and always has been, his or her chief trouble, and until this operation is made as easy as say steering or braking, the art of driving a motor car cannot be considered to have been reduced to its simplest form.

Gear Silence

Now at last we can announce a tremendous and revolutionary advance made possible by scrapping the old sliding gear kind of box and substituting for it a gear of the always-in-mesh internal type in which changes of speed are made automatically, the driver only selecting the gear.

In this box, the gears are concentric and the tooth pressure is less than with the old type as more teeth are in more continuous engagement.

The box made its first public appearance at the Olympia Show, where it was standardized on the 30 h.p. and Long and Short 20 h.p. Armstrong Siddeley models at an extra cost of £50 and £35 respectively.

This new self-changing gear has long since passed its experimental stage. Plans for its development were announced as long ago as 1923 and the first model was actually on the road early in 1924. Since then one box has covered over 50,000 miles without any attention or adjustment and many others have been subjected to the most searching tests, both in Britain and on the Continent. A Short 20 h.p. Armstrong Siddeley fitted with the new self-changing box was recently tested successfully over some of the worst mountain passes in Europe.

New Sensation

To drive or be driven in one of the new self-changing Armstrong Siddeleys produces an entirely new motoring sensation and at the same time creates in one utterly new standards of car silence, acceleration and ease of control.

To begin with it is impossible for the passengers to tell on what gear the car is running for the simple reason that all the gears are equally silent. Even to a trained ear the only indication of an alteration of gear is provided by a slight change in the hum of the engine occasioned by a variation in its rate of turning.

The second outstanding feature of the gear is the ease, rapidity and silence with which a change of speed can be made. The arrangement of the control is entirely different to, and much simpler and more convenient than, the ordinary kind. It merely consists of a pedal taking the place of the usual clutch pedal and one short selector lever mounted in a dial above the steering wheel. The dial carries marks which indicate low (1), medium (2), normal (3), high (4), reverse and neutral positions for the short selector lever which replaces the usual long change speed lever control. The short lever selects the gear while the pedal allows the gear to change itself, a point of importance being the fact that one gear can be selected while the car is running on another, the selected gear only being put into

use when the control pedal is operated.

When about to start away with the engine running, the short selector lever is naturally in the neutral position on the steering wheel dial. It is then moved into the low or reverse position and upon the control pedal being fully depressed and released the car glides away. When or before it is desired to change up the short selector lever is moved into the medium speed position, but until the control pedal is again depressed and released the actual change of speed is postponed. Normal or high speeds are operated in exactly the same manner, the act of changing down following the same routine in that the desired gear or neutral is first of all selected by placing the short selector lever in the correct position on the dial and the box is allowed to change itself later by depressing and releasing the control pedal.

Gear Silence

Changes either up or down can be made with startling rapidity. In dead silence, the time taken to change gear being governed by the time taken to move the selector lever and depress and release the pedal. As many as fifteen changes in ten seconds were recently made in the course of a special test. With this four-speed gear changing is a real pleasure, whereas with the old types of four-speed gear the best and fullest use of the box was seldom achieved because of the noise on the indirect gears.

When running in the ordinary manner the control pedal can be used as the clutch pedal and will only allow the gear to change itself when the selector lever has been moved and when the pedal has been fully depressed. When partly depressed it always acts as a clutch pedal, although there is no clutch in the accepted sense of the word.

No Fumbling

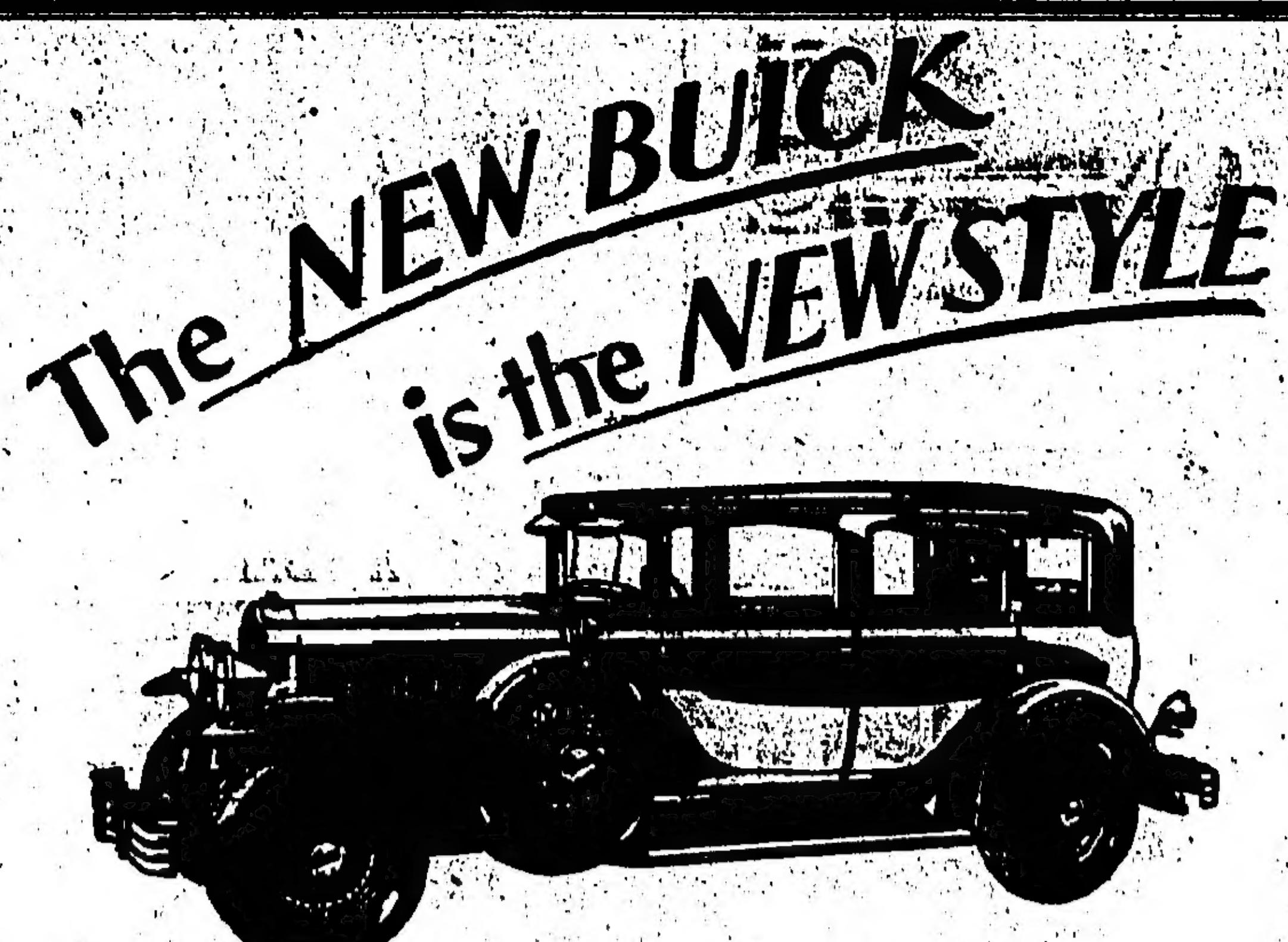
With this gear and this control there can be no nervousness, no fumbling, no taking the eye off the road, no missing the change or crashing the teeth. Imagine, for instance, a car so equipped approaching a steep, twisting hill on high or fourth gear. Long before the hill is reached the driver has moved his selector lever into medium, knowing that he is faced with a steep and sudden hairpin bend. He approaches the corner on high, and a second or two before reaching the gradient simply depresses and releases the control pedal. Instantaneously medium gear comes into operation and the car roars up the steep pitch. Meanwhile the driver moves the selector lever to say, normal speed, and, having passed the worst gradient, depresses and releases the pedal again. Normal gear comes into operation immediately and the hill is finished at speed and without passengers having realised that the gears had been changed twice, so smooth and so silent had the operation been.

Or consider the same car in traffic. Picture the tremendous acceleration and confidence that this new control gives the driver. Feed the car leap forward as a lower gear is called upon and the throttle is opened up. Note how this surging acceleration is maintained from a walking pace up to the speed of an express train, merely by using this wonderful gear control and allowing the engine always to operate under the most favourable conditions. Calculate the gain in average speed made possible by this silent, simple self-changing gearbox. Forget the old craning, straining and fumbling for the lever in the new joy of this steering-wheel-gear-control and count too as a new pleasure this wonderful sensation of motoring in perpetual silence—uphill as well as on the level.

C. S. Staniland, who is well known as a racing driver at Brooklands, has been accorded the signal honour of being selected as one of the three pilots for next year's Schneider Cup Competition.

A school of pedestrians has been established in Budapest; in America, where 25,000 walkers are killed annually, the same idea is being considered. A handbook issued on the subject is entitled "Stay Alive!"

Car Burned in Love Tragedy?



A triumph in individual beauty... a refreshing and radical departure from the tiresome commonplace... a new style, a richer style, a more alluring style than the world has ever known!

THE
SILVER
ANNIVERSARY
BUICK

With Masterpiece Bodies by Fisher
in good taste. Here is a new style—a richer style—a more alluring style—than the motor world has ever known. And here, too, is tremendous increase in power, in flexibility, in responsiveness.

So outstanding as to amaze even those motorists who have long been familiar with Buick's superior performance. That is why America is according the Silver Anniversary Buick the most enthusiastic reception ever enjoyed by any fine car. That is why this beautiful new Buick has already become a country-wide vogue!

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

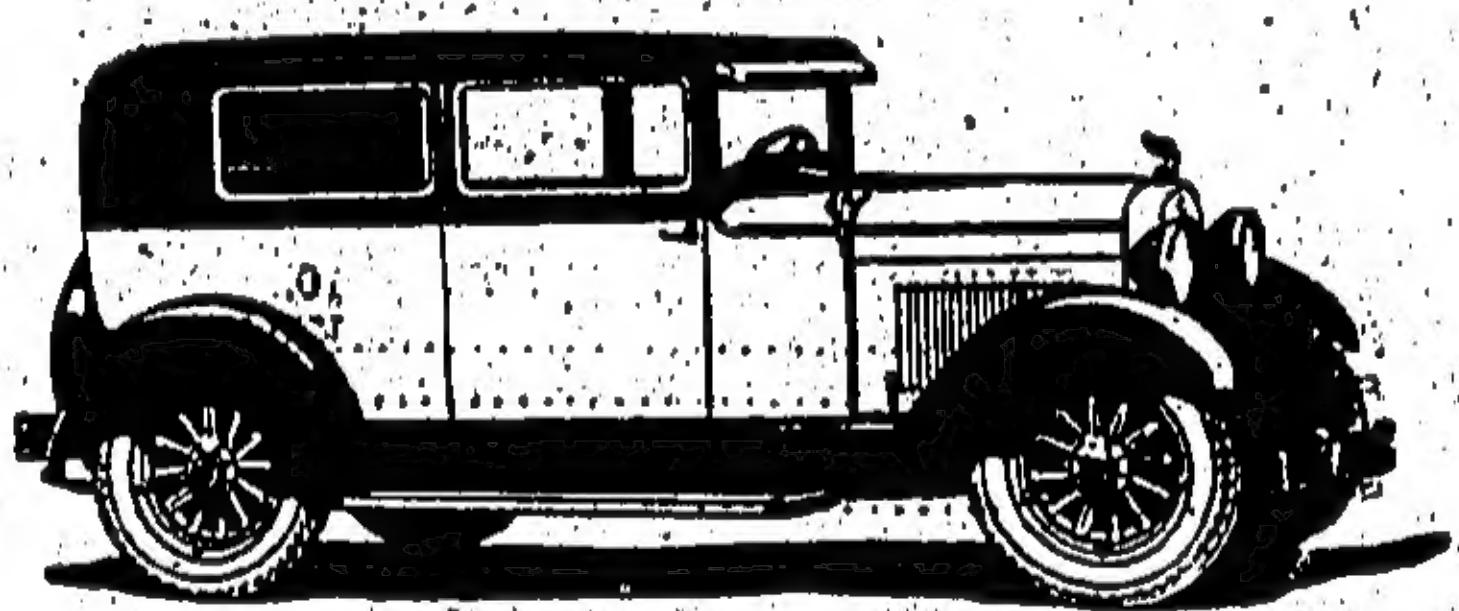
33 WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT... BUICK WILL BUILD THEM.

POSITIONS STANDARDISED

The position of controls on a car has now been standardised in England. These are as follow: For the pedals, the acceleration is placed on the extreme right. The brake lever is always on the outside of the gear lever, whether placed centrally in the car or on the driver's right hand. The gear lever moves right and back for top gear, right and forward for third (or second, in the case of three speeds), left and back for first (or second), and forward-left for reverse or first. When controls are placed on the steering wheel the throttle is on the right, opening upwards, and the ignition on the left, advancing upwards. It is time this will become standard practice on all cars.

ESSEX SEDAN



\$2,550

1929 Model

NOW ON VIEW

at

KIN CHEONG HONG

27, Connaught Road Central.

Telephone C. 6.

PUMP OBSTRUCTION

MINISTRY OF TRANSPORTS
WARNING

An official circular recently issued by the Ministry of Transport calls attention to the obstruction caused in roadways by the erection of petrol pumps. The circular points out that "while during the past five years many Local Authorities have adopted the policy recommended by Col. Ashley, there are others who have not only permitted existing pumps to remain on the highways but have also allowed further installations to be erected."

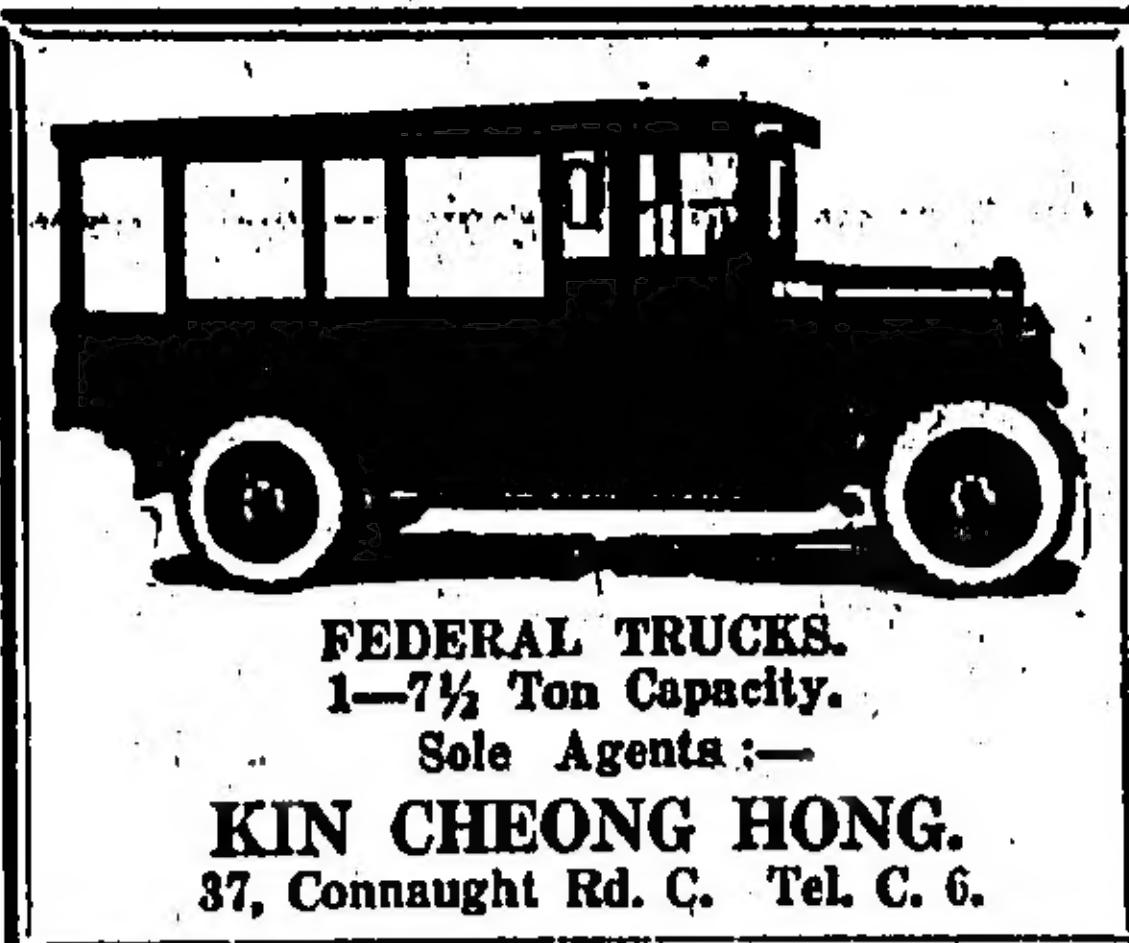
"I am to point out that owing to the constant increase of traffic very large sums are being spent annually on the widening of roads in order that more space may be available for vehicles and foot-passengers. In carrying out these widenings the aid of the Ministry of Transport is available and representations can be made to the Ministry of Transport, which will make representations to the Local Authorities concerned."

"It is clearly not in the public interest that while local and national funds are thus being spent on widening highways and removing encroachments, authorities should now permit a new form of obstruction standing sometimes on the very land which has been acquired for widening the road."

"I am accordingly to state that where land dedicated as part of the public highway is allowed to be obstructed by petrol pumps or other similar installations, the grants from the Road Fund towards the maintenance and improvement of the roads concerned will be jeopardised."

"OAKLAND"

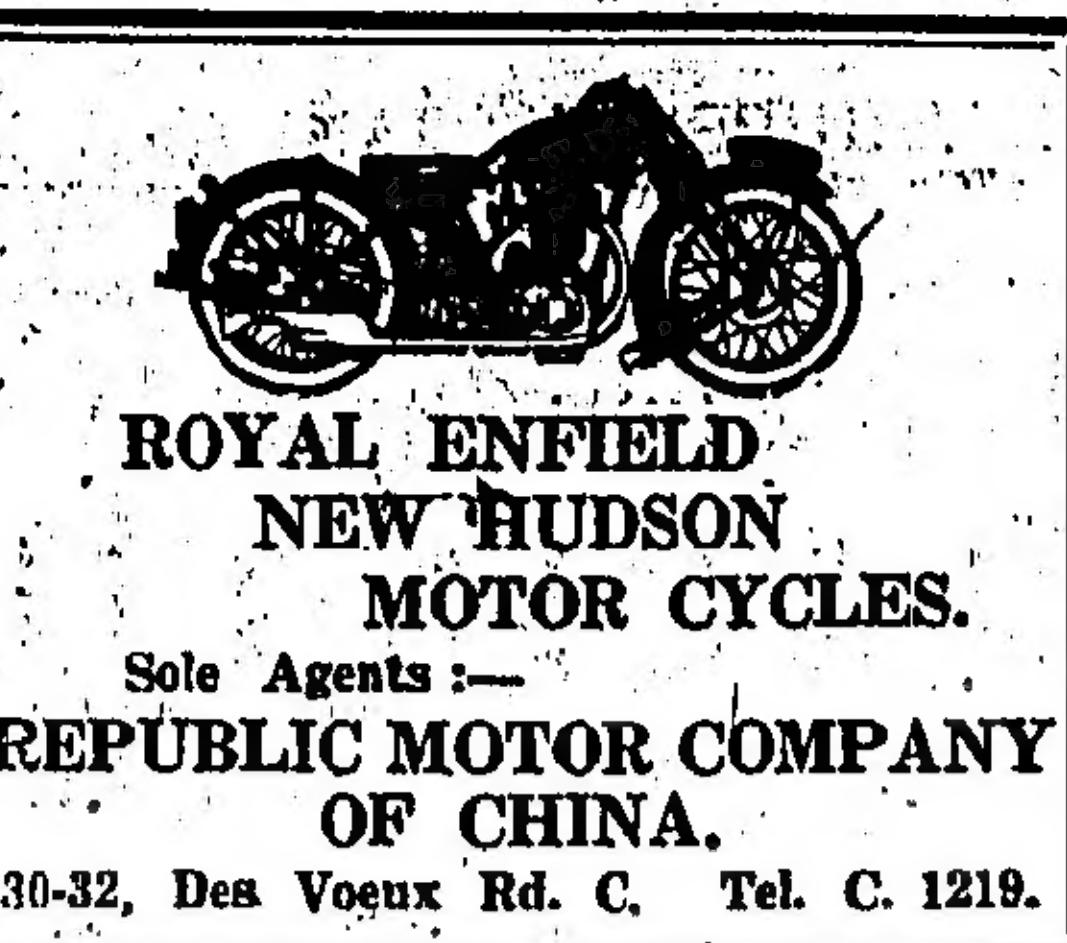
THE
SMARTEST CAR
ON THE ROAD



China Mail

ESTABLISHED 1846

HONG KONG, THURSDAY, JANUARY 10, 1929.



LONDON SERVICE.

"ARNEAS" 22nd Jan. Marseilles, London, Rotterdam & Glasgow
"PHILOPETES" 5th Feb. Marseilles, Casablanca, London, Rotterdam & Hamburg
"SARPEDON" 20th Feb. Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"TYDEUS" 20th Jan. Genoa, Havre, Liverpool & Glasgow
"BELLESPHON" 20th Feb. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"KOBRA & YOKOHAMA" 22nd Jan. Victoria, Vancouver & Seattle
"TAUTRYBUT" 24th Jan. Victoria, Vancouver & Seattle
"IXION" 14th Feb. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"EUMAEUS" 12th Jan. New York, Boston & Baltimore
"AUTOLYCUS" 12th Feb. New York, Boston & Baltimore

INWARD SERVICE.

"NIN-GHOW" Due 14th Jan. For Shih Moli, Kobe & Yokohama
"AUTOMEDON" Due 18th Jan. For Shih Moli, Kobe & Yokohama

"ARNEAS" 22nd Jan. Singapore, Marseilles & London
"SARPEDON" 20th Feb. Singapore, Marseilles & London

* Sails at daylight.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:—

Butterfield & Swire.

Agents.

POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

INWARD MAIIS.

From THURSDAY, JANUARY 10.
 Straits Kidderpore
 Shanghai and Amoy Kukleng
 FRIDAY, JANUARY 11.
 Straits Foochow
 Japan and Shanghai Atsuta Maru
 Japan, Shanghai and Europe via Siberia (London, 22nd Dec. 1928) Atsuta Maru
 SATURDAY, JANUARY 12.
 U.S.A., Honolulu, Japan and Shanghai Pres. van Buren
 Shanghai and Swatow Sinkiang
 SUNDAY, JANUARY 13.
 Europe via Negapatam (Letters and papers, London, 18th Dec. 1928) Tilawa
 MONDAY, JANUARY 14.
 Straits and London (Parcel Mail, London, 22nd Nov.) Ningchow
 U.S.A., Honolulu, Japan and Shanghai President Jefferson
 Manila President McKinley

OUTWARD MAIIS.

For THURSDAY, JANUARY 10.
 Manilla, Australia and New Zealand via Thursday Island—due Thursday Islands, 22nd Jan. Parcels (Jan. 10) 3 p.m. Registration (Jan. 10) 4.15 p.m. Letters (Jan. 10) 5 p.m.
 Manila Taiping
 Empress of France 3.30 p.m.
 Chekiang 3.30 p.m.
 Kidderpore 5 p.m.
 Sarpedon 6 p.m.
 FRIDAY, JANUARY 11.
 Shanghai Emil Kildorf 10.30 a.m.
 Straits and Calcutta Parcels Noon
 Letters 1 p.m.
 Kutasang
 Swatow, Amoy and Foochow Noon
 Amoy Foochow 5 p.m.
 Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 10th Feb. K.P.O. Registration (Jan. 11) 4.30 p.m. Letters (Jan. 12) 9 a.m. G.P.O. Registration (Jan. 12) 8.45 a.m. Letters (Jan. 12) 9.30 a.m. Atsuta Maru
 SATURDAY, JANUARY 12.
 Haiphong Song Bo 8.30 a.m.
 Manila Pres. van Buren 5 p.m.
 Shanghai, Dalny and Europe via Siberia Kanchow 6 p.m.
 SUNDAY, JANUARY 13.
 Sandakan Mausang 8.30 a.m.
 Hollow, Pakhoi and Haiphong Tean 8.30 a.m.
 Bangkok via Swatow Kiangsu 9 a.m.
 Swatow, Amoy and Formosa Hozan Maru 9 a.m.

*Correspondence, bearing vessel's name only.

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A DANISH OFFICER SENTENCED

IN GERMANY

CONVICTED OF ESPIONAGE: FIVE YEARS' JAIL

TYPIST INVOLVED

Berlin, Yesterday. The Supreme Court at Leipzig has sentenced the Danish officer, Captain Lembour, who was arrested recently near the German Danish frontier, to five years' penal servitude for espionage.

The German woman typist, who helped him, was sent to prison for three years.

The trial was held in camera.—Reuter.

HANKOW TROUBLE

LOCAL FOREIGN OFFICE'S MANIFESTO

JAPANESE WARNED

Hankow, Yesterday. Anti-Japanese feeling here is running high, and trouble is considered likely to result from the death of a coolie on Dec. 21, who was knocked down by a Japanese Marine motor-cyclist, and died a few days later.

The Foreign Affairs Office this morning published in the foreign Press a statement declaring that independent medical testimony asserts the coolie's death was a direct result of the accident, despite the Japanese medical report being otherwise.

Three Demands

It goes on to state that three demands have been presented to the Japanese authorities, namely, \$3,000 compensation, punishment of the Marine, and withdrawal of the Japanese Marines from Hankow.

The Japanese have vouchsafed no answer.

The statement concludes that the Foreign Minister has sent a letter to the Japanese Consul saying that in the event of untoward occurrences, as the result of the Japanese attitude, the Japanese authorities alone will be held responsible.—Reuter.

POLITICAL SPEECHES

HEARD SIMULTANEOUSLY IN SEVERAL TOWNS

RELAY SYSTEM

London, Yesterday.

A new scheme of speech transmission will be put into use when Mr. Neville Chamberlain addresses a meeting at Liverpool on Friday week. His speech will be heard at the same time by audiences at Birkenhead, Southport and Widnes.

Plans are in preparation for relaying other important political speeches by members of the Government and arrangements have been made for a speech to be made in the early spring at Bristol by the Prime Minister, which will be relayed to seven other towns.

The Liberal party have already adopted this relay system with success, but on a somewhat smaller scale, in connection with speeches by Mr. Lloyd George.—British Wireless Service.

£300,000 TO A HOUSE-KEEPER

LUCKY LADY

HER EMPLOYER'S GRATITUDE

PESTERED BY BEGGARS

Glasgow.—A fortune of £300,000 and a mansion in Glasgow have been left by the late Mr. James A. Waddell, of Kew-Terrace, Glasgow, to his housekeeper, Miss Janet Ormiston, "in appreciation of kindly services rendered in the course of many years."

Mr. Waddell died last April, aged 76, leaving £310,401.

After the usual charges and a number of legacies have been paid, the residue goes to Miss Ormiston. Mr. Waddell was a keen student, a lover of books and birds, and an enthusiastic antiquarian.

Miss Ormiston, a small, grey-haired woman approaching middle age, said she is already being worried by callers and begging letters.

She has in consequence decided to leave Glasgow immediately. She is telling no one where she is going. She is a native of Berwickshire.

She has lived alone in the big house of her late employer since his death. The house contains much valuable antique furniture.

Although Mr. Waddell had travelled a great deal and had financial interests in Canada he led a retired life in Glasgow and had few friends or acquaintances.

DUTCH ROYALTY

THE QUEEN MOTHER'S JUBILEE

Three Demands

The Hague, Yesterday. In honour of the fiftieth anniversary of the arrival of the Queen Mother in Holland, Queen Wilhelmina gave a great gala dinner at which all the highest authorities in the country were present.

Her Majesty, in her speech addressed to her mother, declared that she knew she was interpreting the wishes of the whole nation in thanking her for what she had done for the nation during the last fifty years.

When she was head of the Government she had won the confidence of the nation by her wisdom. The Queen expressed the hope that God would grant the Queen Mother many happy years yet.

Women's Gift

The Queen Mother, ever since this day fifty years ago, the day of her wedding to King William III, of the Netherlands, had held the loyalty and love of her people. An illustration of this feeling was that, to celebrate her Jubilee, the women of Holland and of the Dutch East Indies subscribed a sum of £24,000 which would be placed at the disposal of Her Majesty for philanthropic purposes.—Reuter.

TREATIES RATIFIED

Nanking, Yesterday.

The Central Council of the National Government of China has ratified the six new tariff treaties, namely, those with British, French, German, Dutch, Norwegian and Swedish.

Three others, the Danish, Spanish and Portuguese, have been referred to the Foreign Relations Committee for examination.—Reuter.

London, Yesterday.

The Federation Aeronautique Internationale has notified the Royal Aero Club of the granting of a world's record to Alan Butler, the chairman of the De Havilland Aircraft Company, who, on Dec. 7 on a one-hundred-kilometre course, accomplished a speed of 192.834 kilometres per hour on a De Havilland Gipsy Moth. The record is in the two-seater class for light aeroplanes, and Mrs. Butler was the passenger.—Reuter.

WORLD RECORD

WON BY DE HAVILLAND CO'S. CHAIRMAN

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DISTRESSED AREAS

MINING POPULATION BEING TRANSFERRED

AT THE

London, Yesterday.

Sir John Cadman, member of the Industrial Transference Board, states that by means of the employment exchanges nearly seven hundred men boys and girls were being moved away from the coal-fields every week to other employment in other places. Three or four hundred more were moving on their own initiative.

Since the end of August nearly ten thousand people had been moved by means of the exchanges and with a few exceptions were settling down to other work.—British Wireless Service.

TO-DAY'S DOLLAR

THE CLOSING RATE OF THE DOLLAR ON

DEMAND, TO-DAY, WAS 2/0-5/16.

HINCHLIFFE 'PLANE FOUND?

ECHO OF TRAGEDY

IRISH COAST DISCOVERY OF RELICS

THE ATLANTIC ATTEMPT

Akron (Ohio).—Officials of the B. F. Goodrich Co. here have expressed the opinion that the wreckage recently washed up at Downings, county Donegal, is part of the under-carriage of the Stinson Detroit monoplane Endeavour, in which Captain Hinchliffe and the Hon. Elsie Mackay, Lord Inchcape's daughter, attempted an east-to-west flight across the Atlantic in March last.

The tyre on the wreckage found by the Civic Guards at Downings was of the same size as those used on Stinson Detroit aeroplanes, and the officials added that if the tyre was of the "non-skid" tread type, it was undoubtedly from Captain Hinchliffe's plane.—Reuter.

RAILWAY SMASH

DETAILS OF THE DISASTER

RESCUING IN FOG

London, Yesterday. In addition to four deaths it is now reported that 25 were injured in the collision near Tewkesbury on Tuesday.

The express cut right through the goods train, which was shunting from the main line into a siding. The engine then almost buried itself in the ground, the coaches behind rear up to a height of thirty feet above each other.

A hose pipe run from Ashchurch station extinguished the fire in the locomotive, but the water which ran over the wreckage froze, handicapping the rescuers whose efforts were also hampered by fog. This was so dense that the ambulance from Gloucester had to be piloted by a motor car.—Reuter.

THE STREET ANGEL'

ITALIAN SAILORS IN SHANGHAI, CINEMA

Shanghai, Yesterday. This evening three Italian sailors entered the Capital Theatre where the film "The Street Angel" was being shown (which film Mussolini recently banned from Italy). They bought tickets but then went to the projection room, two of them producing automatons and one a knife. They seized the first reel which had just been run off and rushed from the theatre to the street. Fifty of their comrades were awaiting them there and they burned the film amid shouting and excitement.

The sailors then went to the Carlton Theatre where the same picture was being shown, but the police had been warned and prevented any further trouble.—Reuter.

LOVE AND LIFE IN THE SHADOWS OF THE GREAT WHITE WAY!

A daring picture of the night life of a big city—its lures and dives and rings of crime from which there is seldom an escape for the victim!

With

VIRGINIA VALLI

WILLIAM RUSSELL

AT THE

WORLD

FINAL SHOWINGS TO-DAY.

At 5.15 & 9.20 Only.

2.30 & 7.15. Chinese picture, "The Four Emancipators."

A MOVING PICTURE THAT MOVES!

